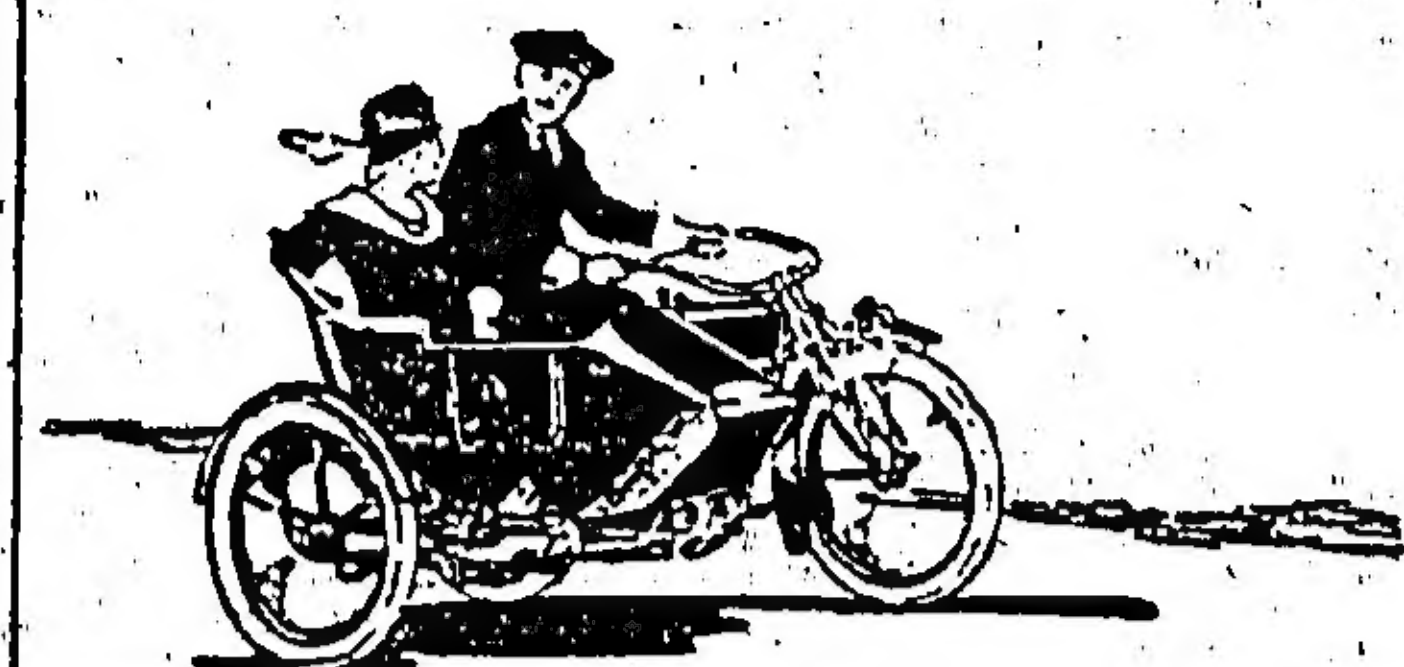
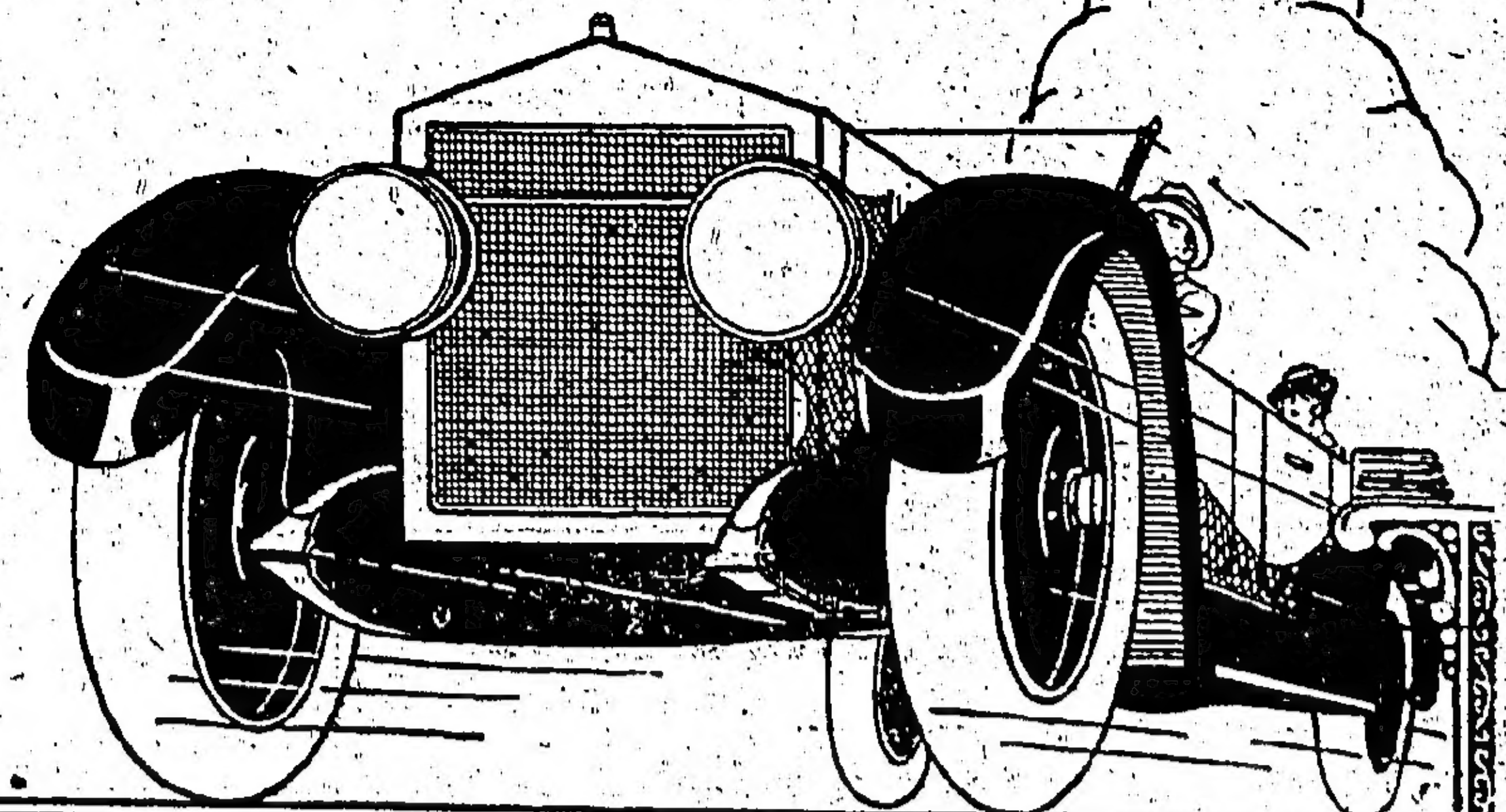


MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 31st. MAY, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

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suitable for all motorcars, cycles
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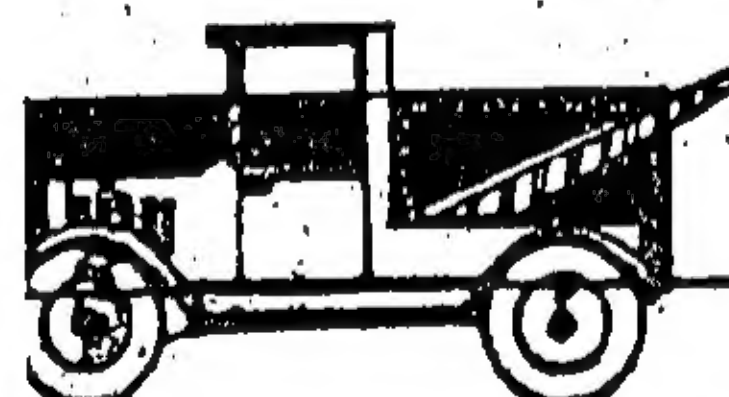
Latest Machinery
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MAY WE SERVICE
YOUR CAR?
NO JOB TOO SMALL
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THE PEAK 29208
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IN CASE OF



EMERGENCY
23193

Lane, Crawford, Ltd.
MODERN MOTOR SERVICE.



NEW CAR, JOHN?
NIX, I'VE FINISHED
HER MYSELF WITH
EFFECTO
FINISHES

ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.
Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

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CURRENT COMMENT

Tramway Standards.

The greater mobility of modern vehicular traffic has given impetus to the world-wide work of providing suitable thoroughfares. In fact, the wide streets in modern cities and countries are the direct result of the progress of the automobile industry. It is universally recognised that main thoroughfares must be as free of any form of obstruction which may impede or interfere with the smooth flow of motor traffic, and it is in this respect that Hongkong is unfortunate in having over part of its main roads, tramway standards in the centre of the roadway. It is, of course, fully appreciated that their removal to the sides of the roads concerned would prove a costly business, but even so, it is to be anticipated that such work will be deemed necessary at some distant date. In the meantime, a greater degree of safety would be assured if the bases were painted white. As it is at present, the dull green does not show up at all clearly when in the rays of headlights, whereas the employment of white paint would give adequate warning. We trust that this suggestion will be adopted in the near future.

Pillion Teachers.

It has again been suggested that a person learning to ride a motor cycle, should be accompanied either by an instructor on the pillion seat, or by another cyclist riding alongside the machine. The writer of these notes pointed out the utter absurdity of this suggestion some months ago, the opinion being based on wide experience with motor cycles from 1910 onwards. There is only one way to learn to ride a motor cycle, and perhaps it would be as well to give the correct method here. In the first place, it is essential that the art of balance be acquired with an ordinary pedal machine. The pupil should then be given instruction in the various controls of the motor cycle, demonstrations being given by the instructor with the pupil seated on the machine, the back wheel being jacked up on the stand. When the controls are mastered, the instructor should stand by the pupil, until he is able to start away on the cycle, and possibly run along for a few yards by the side in order to assist if necessary in keeping the machine balanced while starting away. The rest is quite easy, and the pupil will quickly become accustomed to the strangeness of the weight of the machine. Naturally, a quiet locality must be selected, and a circular route should be decided on, so that the pupil experiences no difficulty in dismounting and starting up again. He will then be able to return to the instructor, and dismount in his presence. For the instructor to, ride pillion behind a beginner would be utter folly, and equally so, for him to ride alongside on another machine, would in itself, be calculated to make the pupil nervous, and possibly bring about a collision.

Another Complaint.

In thanking us for drawing attention to the unnecessary noise caused by fire-engine bells in the early hours of the morning, a Kowloon resident mentions another source of annoyance. Certain motor cyclists are apparently in the habit of either using the cut-out on their machines, or doing away with the muffler entirely, the result being an unearthly rattle and roar from the engine. It is a curious fact that some youngsters love to create as much din as possible, being under the mistaken impression that they are doing something clever in riding what sound like extremely high powered machines. Such an attitude is not only nonsensical in the extreme, but extremely annoying. Perhaps the Traffic Department of Kowloon will keep an ear open for these offenders.

AN AMPHIBIOUS FEAT.

Land and Sea Tour
Successfully Made.

GERMANS USE BRITISH 'PLANE.

There seems to be no limit to the ingenuity of man. The latest method of travel has just come to light its inventors being three young men from Leipzig, Erich Grundling, Walter Weise and Toni Pogigil, who must indeed be possessed of an adventurous turn of mind for their object is to see as much of the world as possible with the aid of a small boat, the "engine room" of which is an Ariel motor cycle.

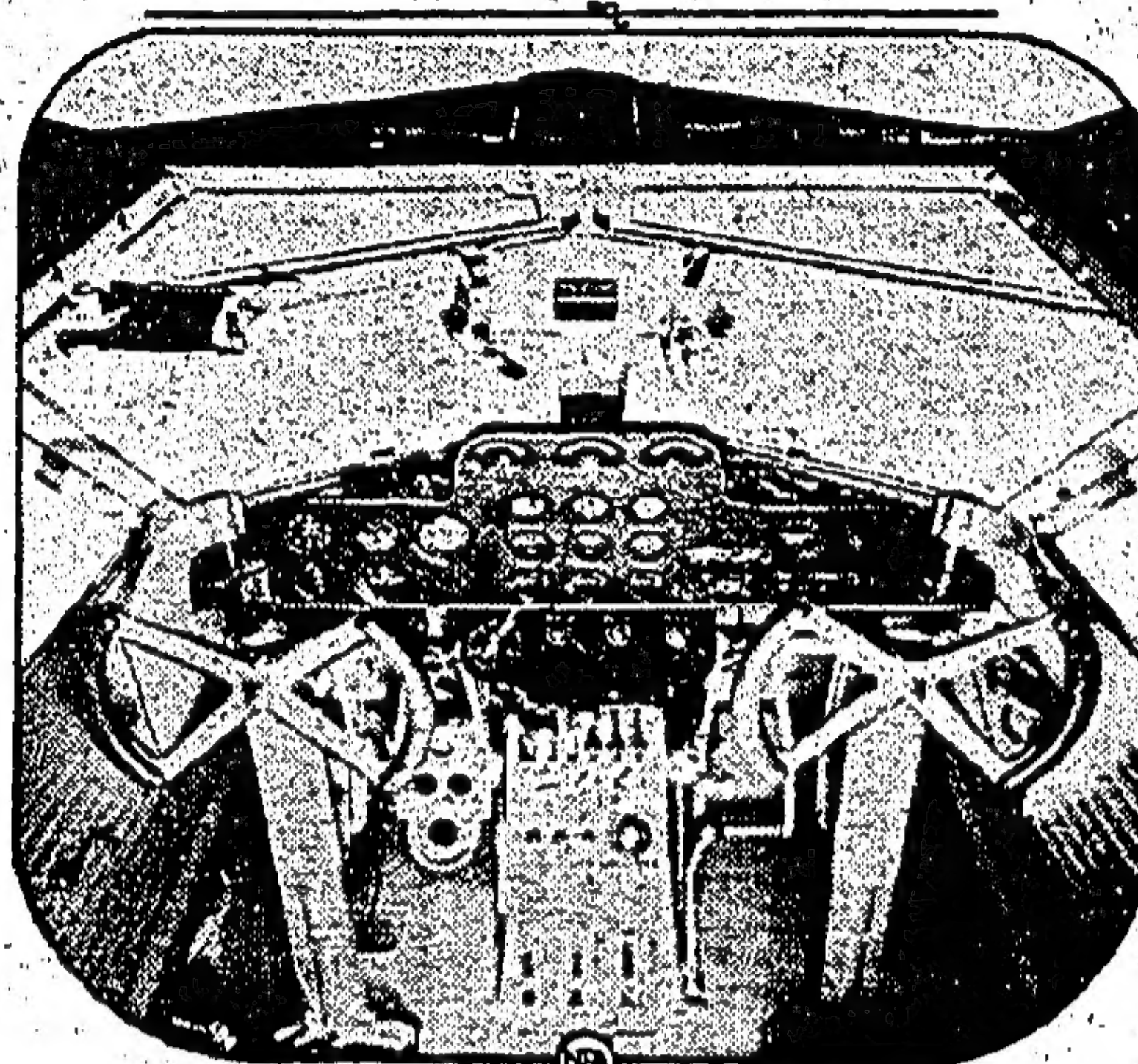
Now comes the astounding part of the enterprise, for where land has to be crossed, the boat is mounted on a special axle with two wheels, the "engine room" is put ashore and the boat is towed. When the party takes to the water again, the motor cycle is replaced in the boat and drives the propeller. The weight of the load is approximately 25 cwt., and at times a speed of forty miles per hour on the road is obtained. This strange "amphibian" was built during the winter of 1928 and the first journey was started in the following May.

The travellers first transported the boat overland to Halle, then sailed through the rivers Saale and Elbe into the North Sea, but, unfortunately, storms compelled them to return to Kiel. After leaving Germany they passed through Denmark and, crossing the Baltic, made their way up Sweden via Goteberg, Oslo, Stravanger as far as Bergen, where, owing to the lateness of the year, they decided to turn back through Norway. In every town at which they stopped, a great deal of interest was caused, most people naming them suicide candidates, but nevertheless showing admiration for their enterprise.

At present these adventurous spirits are in their native town repainting and provisioning their boat for a continuation of the journey; the Ariel machine has given no trouble, while receiving only the barest attention, which says much for its design and construction.

It is proposed to set out again as soon as possible and the route lies via Strasbourg, down the Rhone to Marseilles, thence to Italy and Messina, along the coast of Africa, and finally includes a tour of Egypt, and back to Leipzig via the Black Sea. The owners are in no hurry, and as they are fond of sight-seeing, they propose to be away on this new trip for two years.

AN AIR PILOT'S WORK.



Ninety instruments and controls for the air transport pilot.

Seattle, April.—Not many years ago the only instruments to tell a pilot his altitude, speed, gasoline consumption and position of the plane in flight were a tachometer (which gave him the number of revolutions of his engine), oil pressure and temperature gauges, and a clock. The latter gave the flyer some general idea of how much longer he could stay in the air, based on his gasoline consumption per hour. To-day this is all changed. The pilot of a modern commercial transport has a multitude of instruments and controls. The new Boeing 18-passenger San Francisco-Chicago transports, for instance, have 90 instruments and controls. Their presence

insures a safe flight day or night over the most treacherous part of this route.

The left section of the board, directly in front of the chief pilot's seat, includes such flight instruments as the compass, bank and turn indicator, horizontal bubble or bank indicator, rate of climb indicator, airspeed indicator, altimeter and clock.

The central section of the board contains the engine, oil pressure, fuel pressure and oil temperature gauges and a priming gun for starting engines.

The right section is given over to the electrical control equipment and includes such controls as the ignition switches, electric light switches and similar instruments.

AUTOMANIA.

A perfect road, a perfect day, a perfect car; but list! What was that little knock beneath the hood; A tap that soon a pounding thump. A leaking gasket hissed? You're certain, then, the day is not so good.

Your mind becomes a sounding-board that magnifies each sound. And tracks it down the long, dull path of woe; You fear to raise the bonnet because chaos may be found; You wonder how the car can really go. Each pothole feels like broken springs and twisted steering arms; The gear-box soars to unknown vocal heights;

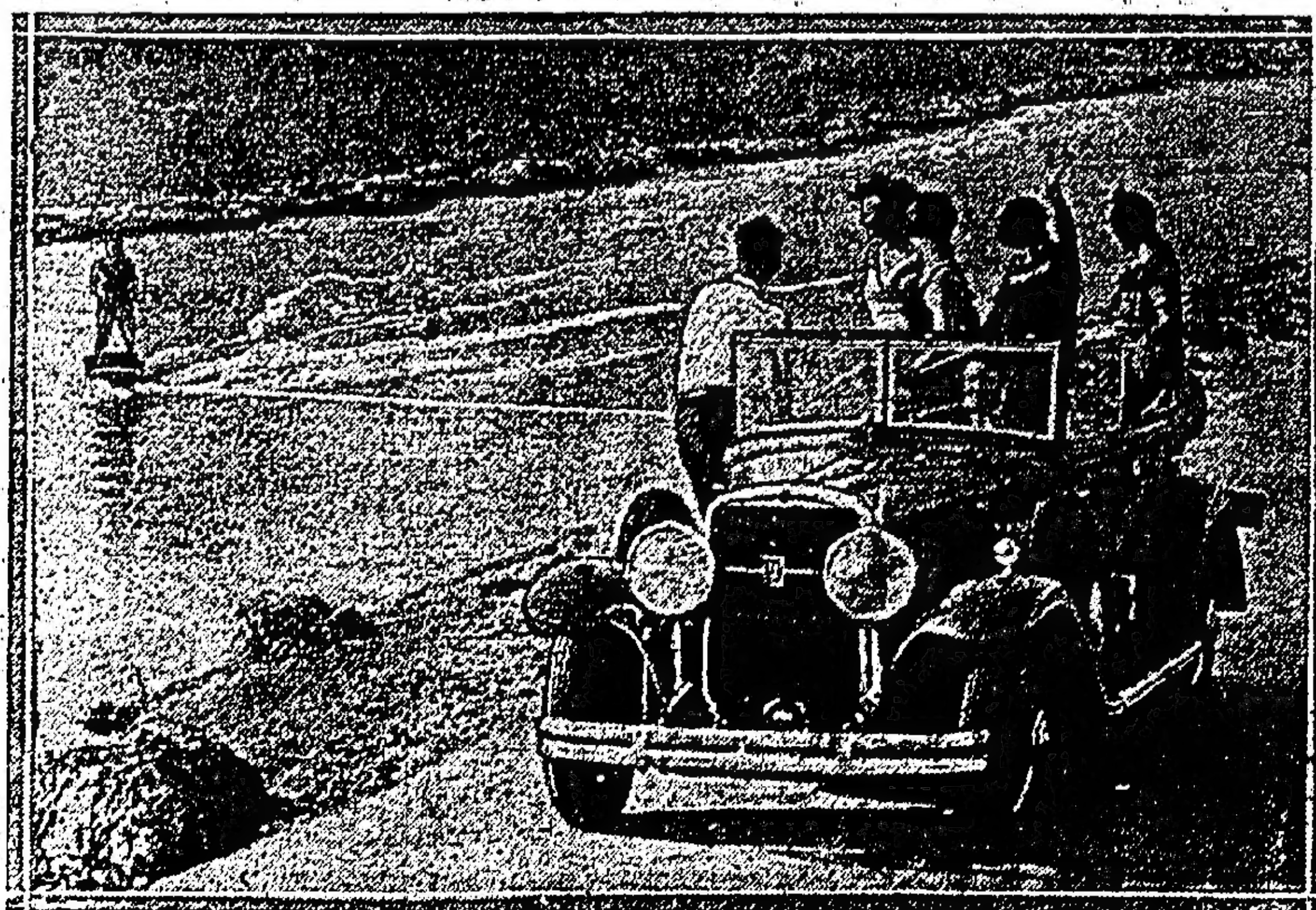
The differential mutters, and, to add to your alarms, The battery seems to bump. That means no lights.

"It's probably a bearing," says your pessimistic mind, "That's short of oil, and just about to run."

A whiff of scorching rubber. Yes, of course, the brakes would bind; This car's a wreck a junk-yard man would shun.

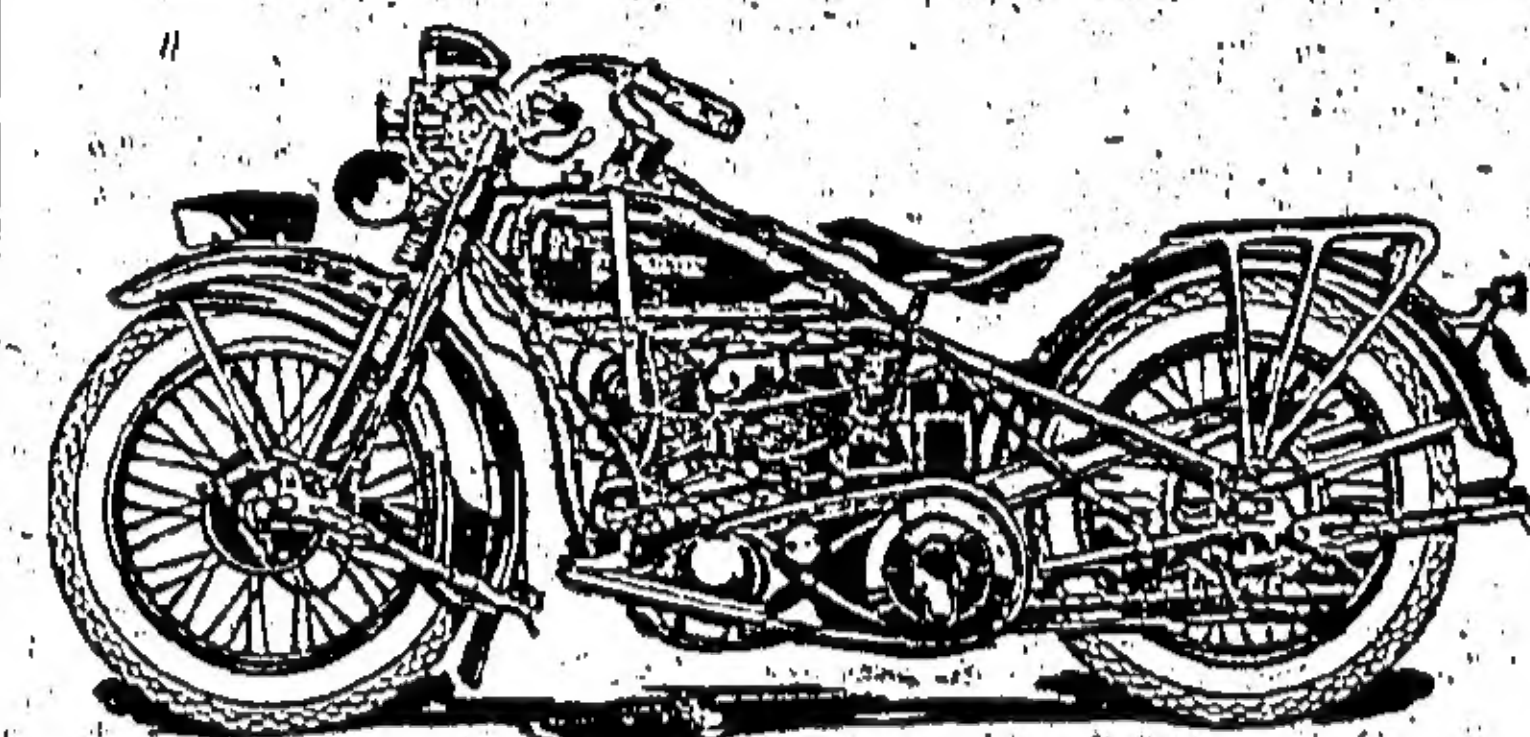
The trouble's merely mental, for the car gets home alright. And runs, next day, without a sign of strain. Despite the fact you've diagnosed its troubles all the night. The only breakdown happened in your brain.

SOMETHING NEW IN WATER SPORTS



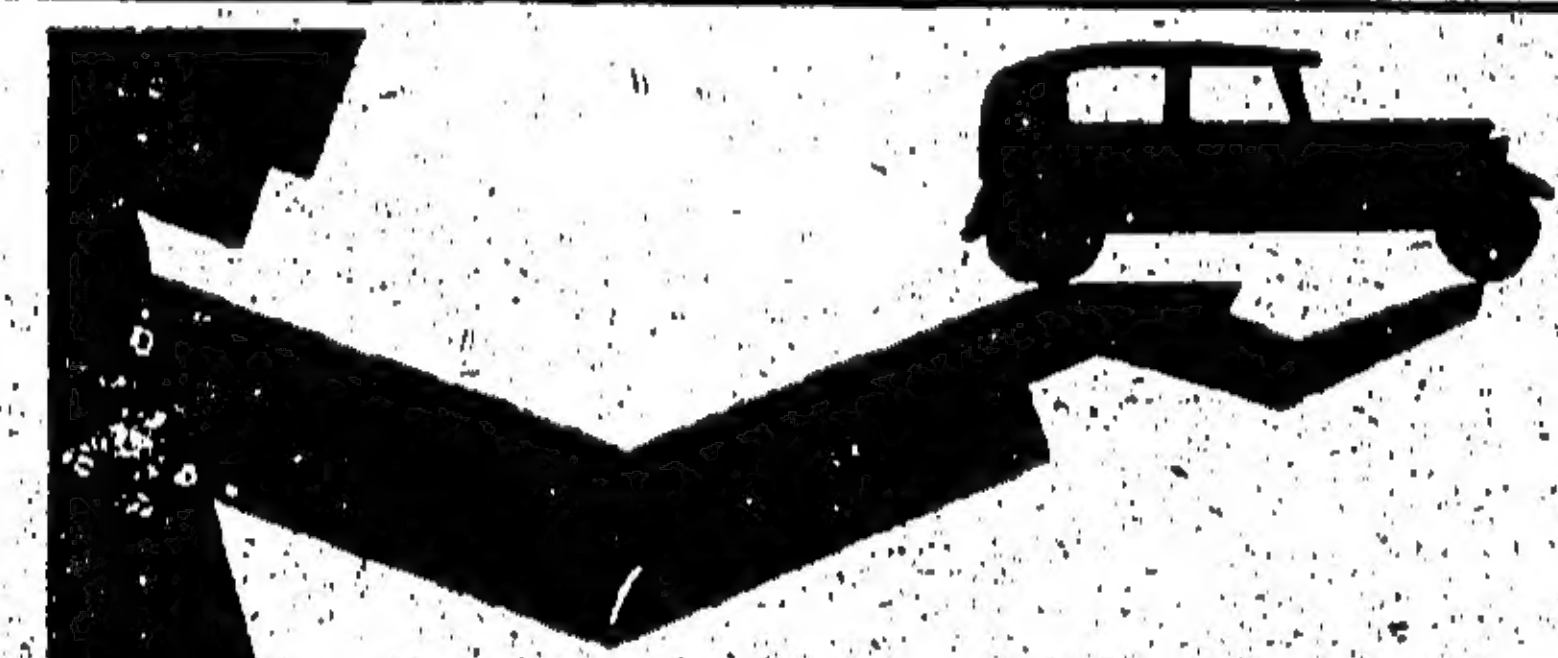
Lack of waves does not detract from the thrill of aqua-planing for this water speedster who uses a Cadillac for motive power, near Miami, Florida.

THE WONDERFUL 1930 "HARLEY"



Now on Display.

SEE THE NEW MODELS EARLY.
The Gascon Motor Co.
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A CAR
FOR YOUR LEAVE-
WE BUY IT BACK

This is our plan: we sell you a car, which is fully yours, to use how you like, where you like and as much as you like. But before you buy it we tell you in writing how much we will pay for it when your leave is over and you want to sell it. So you don't have to sell in a hurry and at a sacrifice. And you can use the car right up to the last day of your leave. Write and fix this up now and the car and your driving licence will be ready the day you land—will meet the boat if you like. And we will lend you one of our instructors for three days free of charge if you like. We started this plan years before anyone else and none of our imitators offers anything approaching our terms.

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York Building. Phone 27738.

PLAN BETTER ROADS.

Japan plans to spend \$20,000,000, over a period of 10 years, in constructing and maintaining better roads. There is one automobile to travel Japan's highways now for every 1,625 persons.

SPEAKING OF GAS.

The average motorist in the United States used 671 gallons of gasoline last year and paid an average of \$18.86 in gas tax, according to the American Motorists Association.

BY THE WAY

There were 2,486,000 old cars scrapped in the United States last year.

The French tariff on automobile spare parts is being increased from 2 per cent. to 20 per cent.

As the result of a campaign to rid the roads of unsafe vehicles 150 cars were burned recently at Long Beach, California.

A motorist was summoned at Feltham recently for a motoring offence, and wrote to the court apologising for his non-attendance as follows: "I apologise for not coming to court, but I have had so many of these summonses lately."

The Ministry of Transport has issued a list of roads to be repaired during the next six months. The list includes 180 north of the Thames and 140 south of the river.

MOTOR CAR INSURANCE

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YOUR CAR
AND

YOUR LIABILITY TO THE PUBLIC

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extra heavy!



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Branch Office:—486 Yat Tuk Road, Canton.

MOTOR CAR THIEVES.

London's Figures.

During 1929 3,155 cars were stolen in the Metropolitan area; 3,041 of these were recovered. The most "popular" car with the thief is the mass-production type of vehicle, as this is less easily identified. It is stated that there are four types of car thieves—the youth who is "motor mad"; the youth who wishes to "show off"; the "smash-and-grab" thief who needs a car which he can abandon; and the common thief who steals to sell.

Among them is Regent Street, London, which is to undergo extensive repairs.

The latest suggestion of a means for outwitting motor bandits is a lead seal of motorcar index number plates. It does not appear to be a very practicable idea.

Russian Oil Products have now come into line with the other motor spirit supplying companies and have agreed to the price and profit conditions laid down.

We learn that the Government contemplates an enquiry into the dangle problem, and that ugly word "compulsion" is being connected with their intentions.

The departmental committee appointed two years ago to enquire into the possibility of dangers to health from using motor spirit containing tetra-ethyl or similar lead containing compounds has issued a final report. Its effect is to give a clean bill of health to ethyl petrol with certain recommendations as to its storage and use.

USED CARS FOR SALE

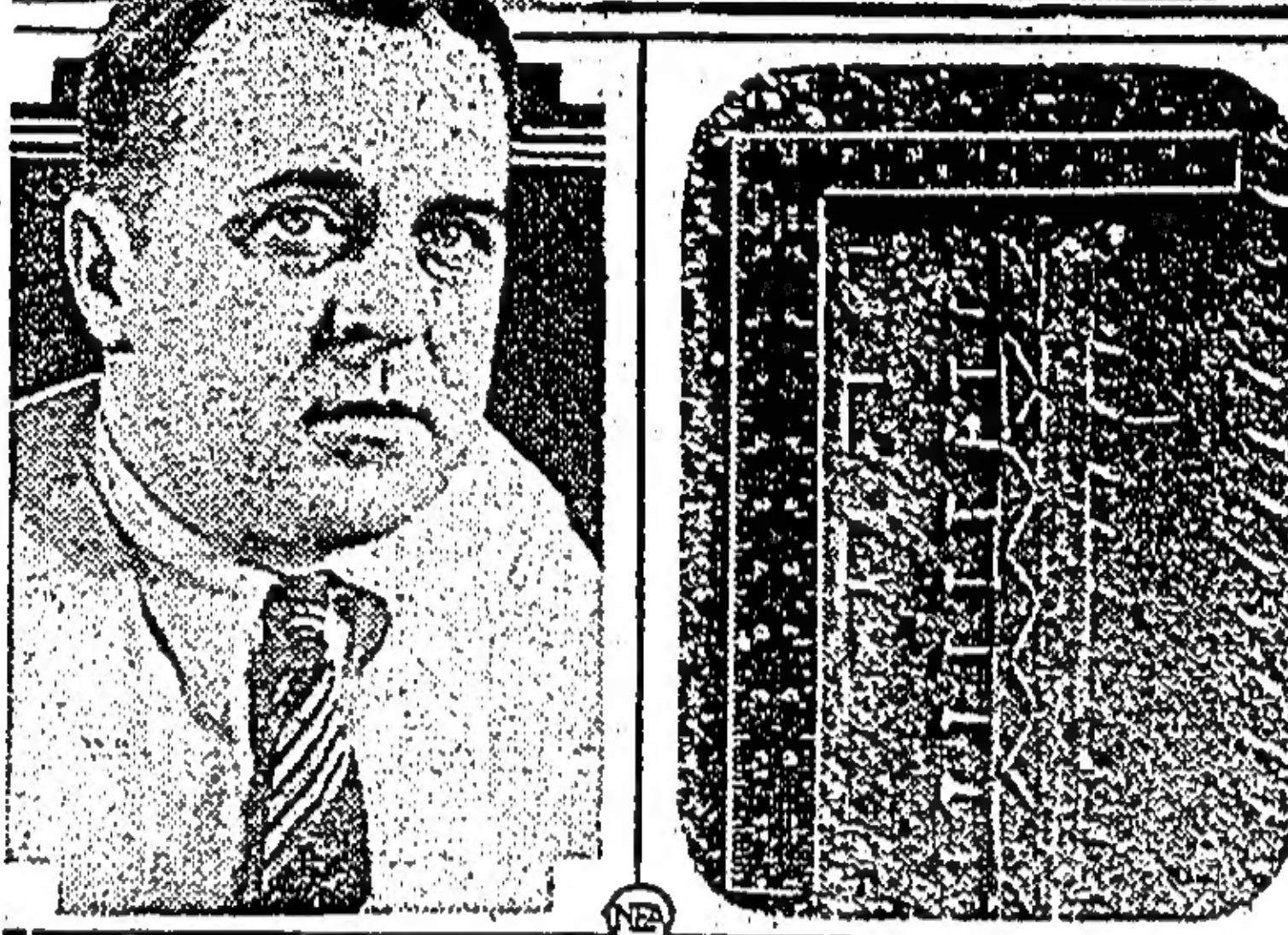
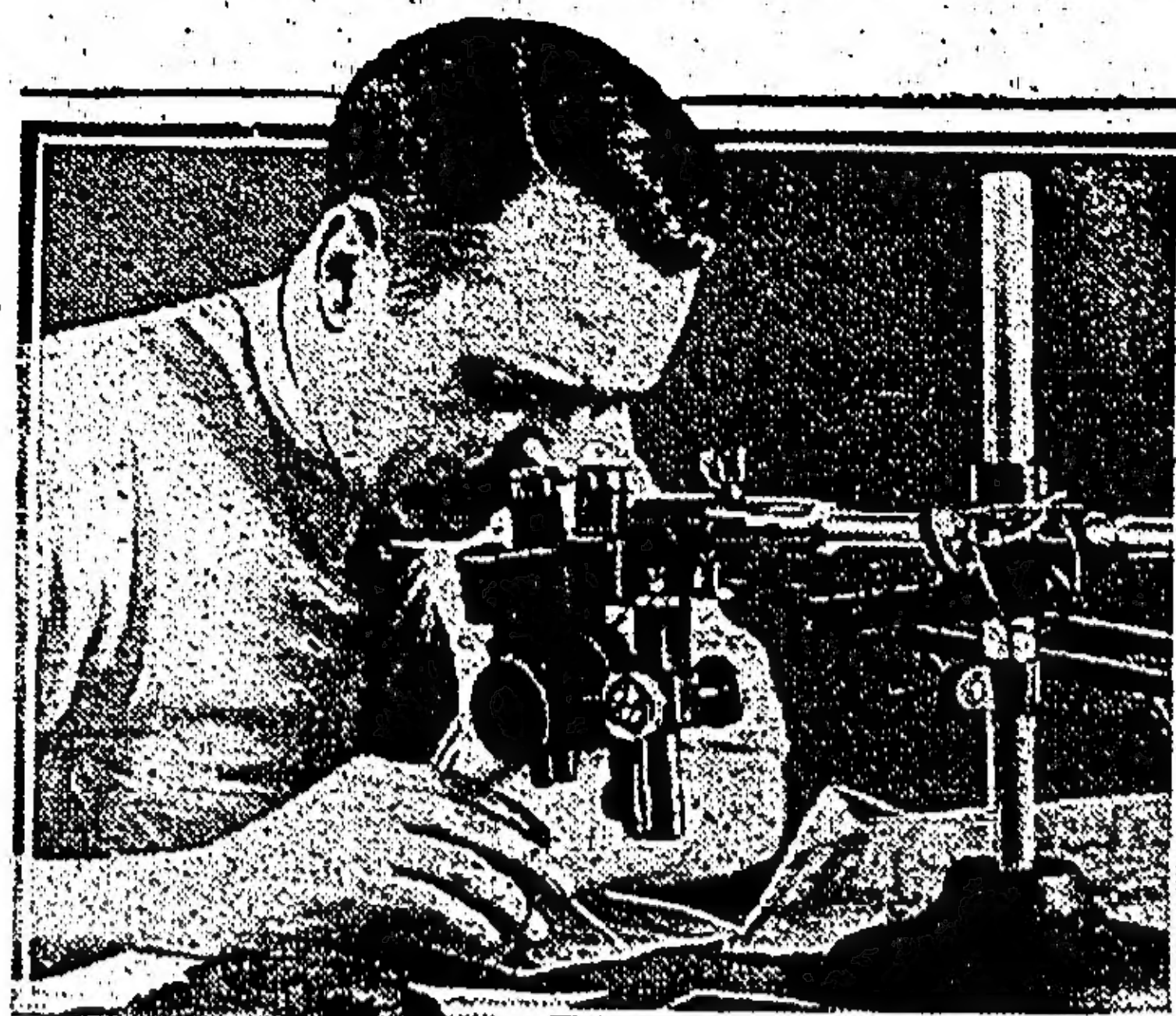
Arrol-Johnston Touring Car, Five passenger, 1924 Model, 4-cylinder, 15.9 hp. Brown Body, Artillery Wheels, 18,552 Miles.
Price H.K. \$650.

Hupmobile Touring Car, 5-passenger, 1922 Model, 4-cylinder, 15 hp., Black Body, Wire Wheels, 31,966 Miles.
Price H.K. \$800.

THE
HONGKONG HOTEL GARAGE
25, Queen's Road Central,
Tel. 24759.

TRACED BY TYRE PRINTS.

Modern Way of Tracking Car Criminals.
[By Don Roberts.]



Deputy Sheriff Dave Chapman of Los Angeles studies "finger-prints" of a car's tyres under the microscope. Lower right photo shows how he measures the tyre prints. At left is photo of Chapman.

Los Angeles, April 19.—Criminals operating in this vicinity have a new and unique scientific detective to match wits with—the auto tyre expert.

Deputy Sheriff Dave Chapman, head of the tyre identification detail of the Los Angeles county sheriff's office, originated the system of tyre "finger-printing" by which he is able to tell the make and size of tyres used on a criminal's car. Frequently he is able to narrow down the search for the car to three or four makes.

"The system is entirely new," Chapman says, "but it is proving itself. Police departments all over the world are becoming interested and I believe that a similar detail will be established in every department soon."

There are 447 types of tyre treads, Chapman explains, and each of them leaves a mark which

can be identified, no matter how worn. A bead is left on the side of the tread which makes a print, even if the centre is worn smooth.

All details of the sheriff's office and each substation has a manual containing photographs of every tyre tread type. A master book is at Chapman's office.

Get Tracks From Road.

Suppose a bank is robbed. The sheriff's call car arrives and other call cars hurry to guard roads near the scene of the crime.

In the dirt or dust before the bank the holdup car has left its track. A call to Chapman, and the officers are informed that the tread is of such and such a size, used by only three or four cars. Thus the squads spend no time stopping the wrong cars.

The system hinges on the fact that no two tyre patterns are the same in the length of design, although the width does not vary in several sizes. Tyre manufacturers have co-operated with Chapman and he has 13,000 blue-prints on file. The exact figures proving two tyres the same frequently involve mathematical computations to four or five decimal places.

Attack Smooth Pavement.

"We are learning new phases of this method every day," says Chapman. "I haven't perfected the latest yet, but soon I will be able to make prints of tyres on pavement, asphalt or concrete. That seemed to be the chief drawback, but I've discovered that tyres do leave prints on pavement that can be developed by brushing with aluminium powder similar to the development of a latent finger-print."

"In some cases where there has been a series of thefts we have been able to obtain the entire set of tyres. Knowing the location of the tyres on the wheels, it is not difficult to clinch a case. We have only one conviction, so far, in a major crime case but that was brought about by showing that the car used in a series of small thefts which the defendant had admitted was the same as that used in the major crime."

Deputy Chapman admits that his system does not attempt to calculate the weight of a car or its speed, although a truck used in a large fruit theft was proved to have entered a driveway unloaded and to have left loaded. The print width varied almost an eighth of an inch, he found.

In a recent report issued by the Ministry of Transport on the general census of Class I roads in Great Britain taken in August, 1928, and the special census taken during 1928-29, it is stated that the total length of such roads was 25,528 miles. The approximate number of motor vehicles licensed has grown from 873,700 in 1921 to 2,036,000 in 1928.

SEAPLANE PASSES SEVERE TESTS.

Convertible from Passenger to Bomber Type.

THREE POWERFUL MOTORS.

The largest seaplane, a Ford all-metal and tri-motored, in the United States, if not in the world, has successfully passed a series of tests recently at the Philadelphia Navy Yard.

Primarily this ship is a passenger transport plane, which can carry 14 passengers, baggage and mail. It can, however, be quickly converted into a bomber or torpedo ship, a 20-passenger troop transport or a hospital ambulance.

As a torpedo carrier, it has capacity for two Mark IV torpedoes weighing 1,800 pounds each. As a bomber, with landing wheels substituted for boats, it has a useful load of 8,000 pounds, equivalent to a cargo including a pilot, radio operator, bomber, gunner, three machine guns, two 1,100 pound bombs, 800 pounds of smaller demolition bombs and fuel sufficient for five or six hours flight.

Landings on Land or Water. The new plane is known as the 5A tri-motored seaplane. It is adapted for water landing and a take-off by the substitution of two metal floats about 22 feet long for the wheels commonly used on the 5A land plane. It is different from flying boats, which have been built to larger dimensions in that it can be readily converted from water to land use.

Tests at the Philadelphia Navy Yard showed that with full load the plane has a high speed of 127 miles an hour, a cruising speed

TAKING NO RISKS.

The Scottish manager of a fleet of hire cars visited an English Spa. He noticed that a local concern was doing a flourishing business in taking visitors in cars to various beauty spots, so he sought out the managing director and asked him how it was done. For answer, he was shown a notice stating that all patrons over 80 years of age were carried free of charge. He was told that this had brought a lot of publicity and had cost very little. The Scottish manager thought this over very carefully. When he got home he had the following notice prepared and displayed:

Patrons over 80 years of age carried free of charge, if accompanied by their parents.—Contact in The Motor.

of 103 miles, a stalling speed of 65 miles and that with full load it can take off in 17 seconds. This is an outstanding performance for military or commercial twin-engine seaplanes.

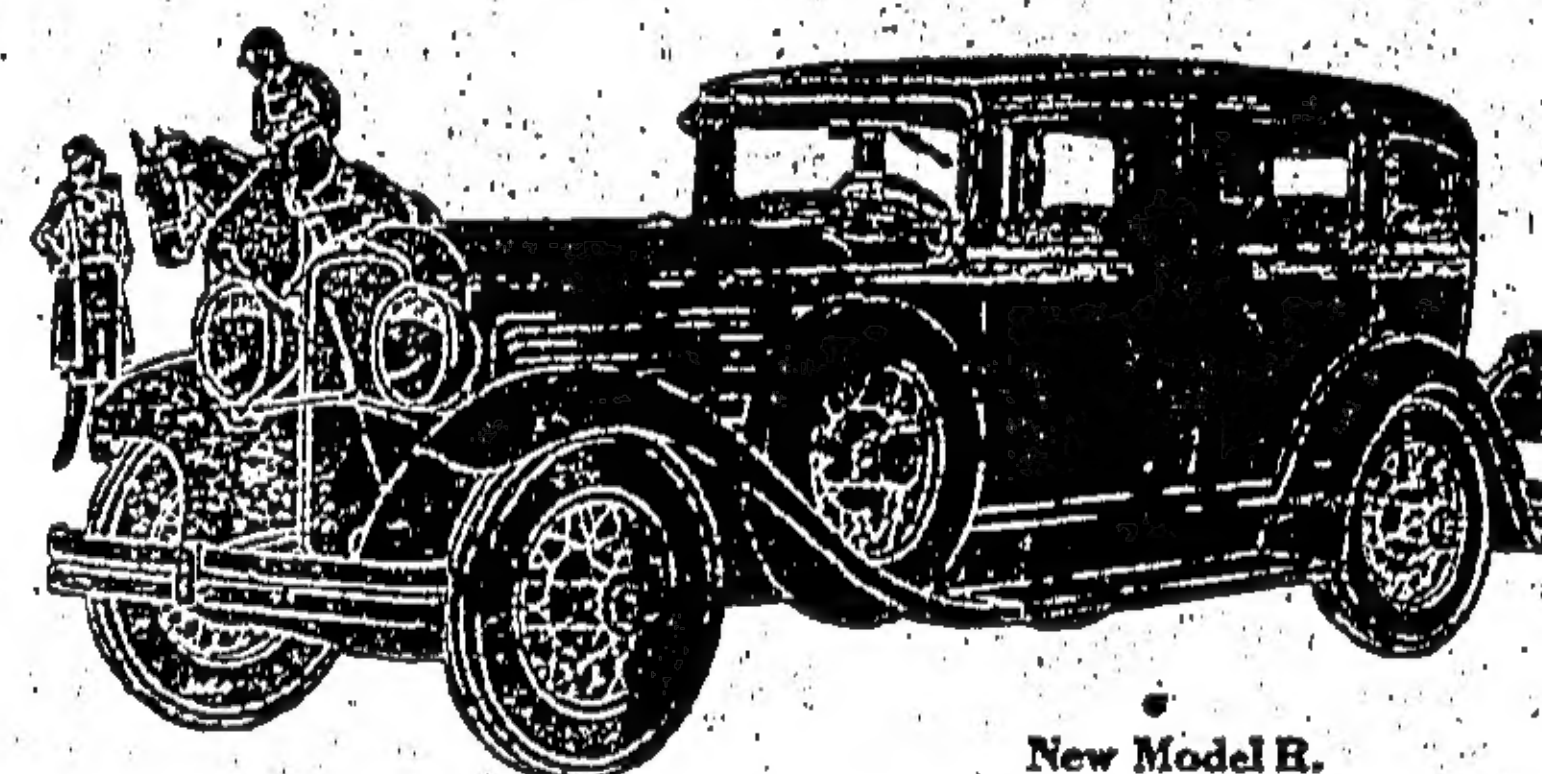
The plane is powered by three Pratt and Whitney Wasp motors, any two of which are able to maintain the ship at normal cruising speed with the third engine idling. This ability of the ship to keep its speed on two motors is an important military factor since in the event of engine trouble the plane could take its place in formation or, if carrying a load, could accomplish its mission or return to its base without having to discharge its torpedoes.

Ford Production Increasing. World production of Ford cars and trucks in February was 148,160, including units produced with 100,927 in January, the Ford Motor Company announced recently. This is an increase of 47,233 units. Production schedules for March called for 7,750 cars and

THE NEW MODEL R.

MARMON

THE ONLY TIME-PROVED STRAIGHT 8
IN ITS PRICE FIELD



New Model R.
Five-Passenger Sedan

STRAIGHT-EIGHT engine—built and proved by Marmon... well-powered... Roomy dimensions (14 feet 4 inches overall)... Handsome Marmon front-end... Massive radiator and oversize-type headlamps... New double-panel bonnet louvers... Bodies of modern appearance... Single-button control on steering column (for starter, lights and horn)... Newest development in cam and lever steering and short turning radius make handling amazingly easy... Duo-Servo mechanical four-wheel brakes completely enclosed, oil-proof, water-proof—easy, positive action... Marmon Down-draft Manifold... Typical Marmon easy riding due to long, wide springs, two-way hydraulic shock absorbers and self-adjusting noiseless spring-end mounting... Deep luxurious seat-cushions in elegant material.

If you want a straight-eight in this price field, that is time-proved—your choice narrows to the Marmon Model R. Built by Marmon, the straight-eight leader after four years of building this type alone... Marmon builds four straight-eights in all: The New Model R, the New 869, the New 879, and the New Big Eight.

Arrange for an early Demonstration

Sole Distributors

THE ORIENTAL MOTOR CAR Co.

353-7, Hennessy Road.

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FIAT

Model 520

6 cylinders

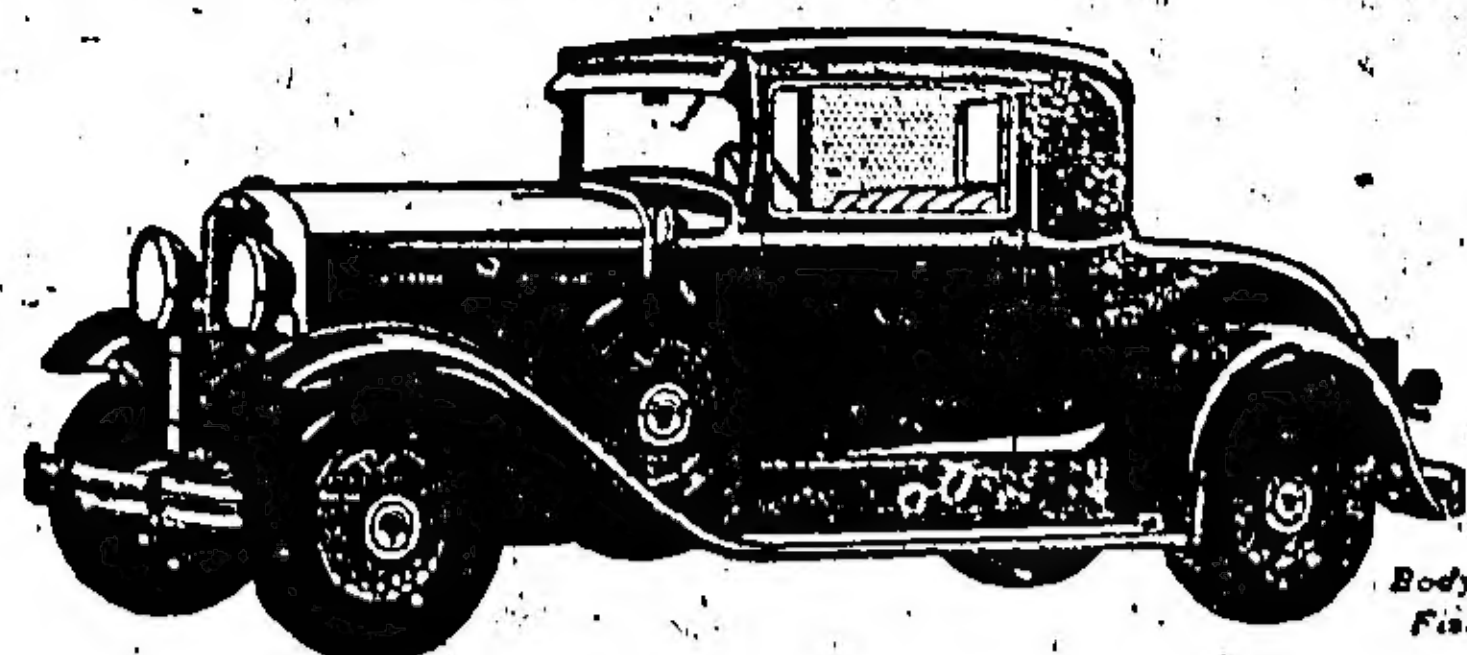
SELLING AT THE PRE-LOW DOLLAR RATE!
MODEL 520 \$2,800. MODEL 509 \$1,950.

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FEATURES
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CLASS

Wheelbase 114 inches.
Closed Bodies by
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Non-glare Fisher VV
windshield.
New type mohair
upholstery.
Adjustable front seat.
Remarkable power
plant—67.5 brake
horsepower.
High-compression
cylinder head.
Rubber engine
mountings.
Completely sealed
engine.
Forced lubrication.
Lovejoy hydraulic
shock absorbers.
Four-wheel internal-
expanding brakes.
Adjustable steering
wheel.

A host of other extra-
ordinary features that
combine to make the
Marquette America's
most complete car in
the \$1000 field.

Here is the most complete car ever offered in the thousand-dollar class. Lift the hood and inspect the Marquette's power plant. Go over every feature of construction in the chassis. Fine workmanship everywhere. Superlative engineering. Expert design.

And the Body by Fisher. The very latest expression of the finest body craftsmen in the world. The upholstery is a brand new type. The finest mohair with a rubberized backing that makes it waterproof and dustproof—there's a special type windshield that eliminates glare and gives new pleasure and security to night driving. It's a marvel in appearance, inside and out.

The Marquette proves it is a true Buick product with a type of performance never before equaled in a car at the price. Getaway like a flash! Skyrocket pick-up—to 60 miles an hour in high gear in 31 seconds! Brakes with stopping ability to match such speed—positive, easy-operating and as smooth as satin.

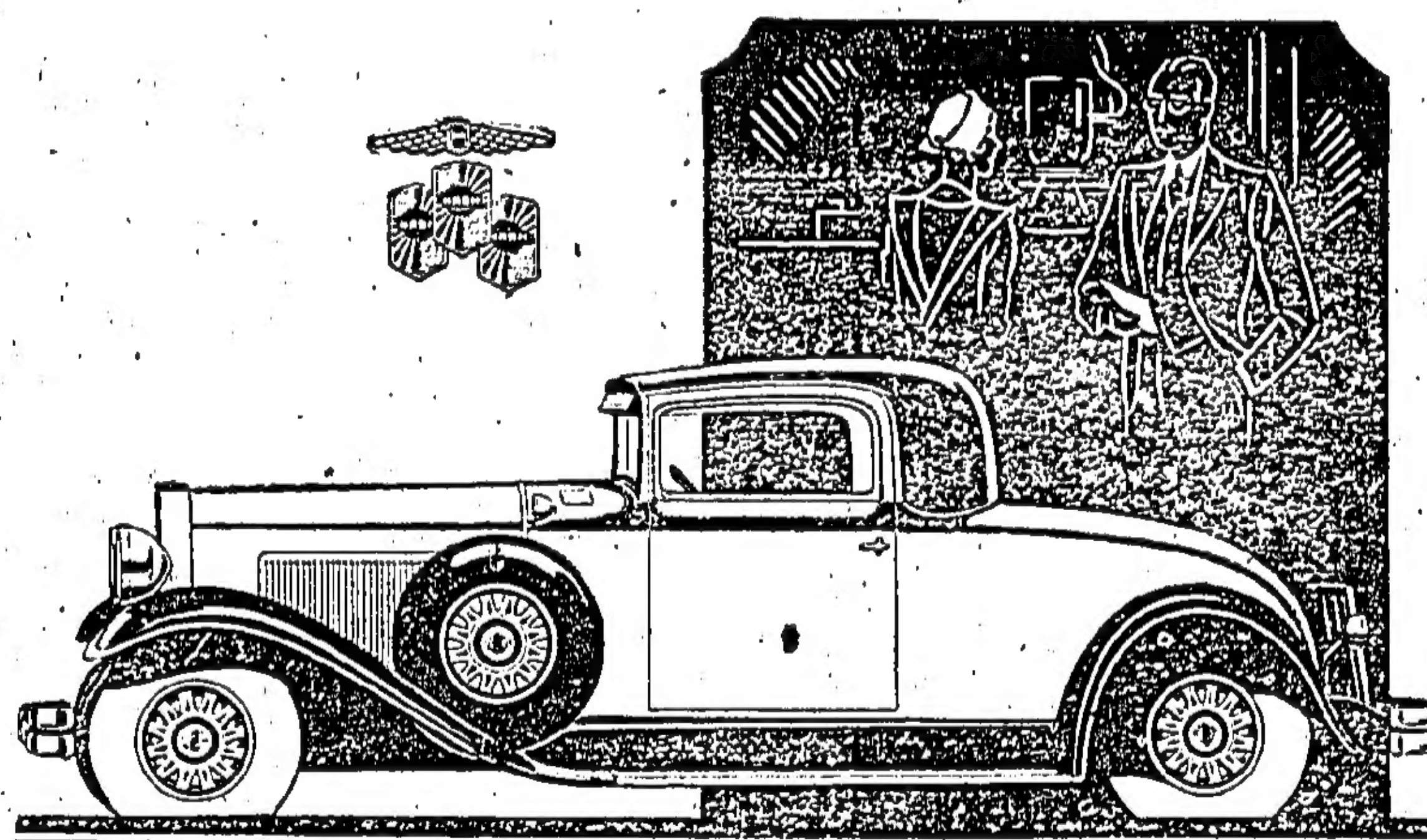
Drive it today just to prove to yourself that there never has been anything like it anywhere near its price.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Canadian Factories Division of General Motors Builders of
McLaughlin Buick, Oshawa, Ont. Corporation Buick and Marquette Motor Cars

THE DRAGON MOTOR CAR CO., LTD.

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM



THE DOCTOR SPEAKS!

TWO o'clock in the morning is no time for delays. When I step on the starter the engine must respond...instantly!

"I drive a NASH '400' because I am a doctor...not a mechanic. My job is to attend human ills...I can't be bothered with engine trouble.

"The Nash Twin-Ignition principle first attracted me. It is an

idea that would appeal to the precision instinct of any scientific mind. Two spark plugs naturally work better than one...like two hands, two eyes, two ears.

"That's the reason for my supreme confidence in the NASH '400.' Almost every night I have an emergency call...and my Nash has never failed me.

"I trust this motor car as I do my professional implements."

Notable Twin-Ignition Eight features include: New Straight Eight, Twin-Ignition, Valve-in-head engine—bearing crankshaft—Centralized chassis lubrication—Built-in automatic radiator shutters—hydraulic shock absorbers—Duplate non-shatterable plate glass throughout—etc.

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1930 NASH 400

NOTES FROM THE "SCRAP BOOK."

Advantages of Aluminium Cylinder Heads.

DESIGNERS AND STREAMLINING.

[By Prof. A. M. Low.]

I wonder if many other people have noticed the manner in which light tradesmen's vans of a certain make are often driven with the front wheels badly played? Each tyre endeavours to grip the road in turn, the rubber screams over wood sets and so quickly does the machine oscillate that it provides another argument for those who state that all axles should be divided both for the sake of springing and for wear.

Bad tracking of wheels is extraordinarily common in the best regulated of cars. Steering loading has been greatly increased by cushion tyres and front-wheel brakes, while the demand for easy steering helps to complete the vicious circle, for the driver is not so well aware of the loads which some miserable tyres are expected to bear.

One tyre in twelve shows the effects of bad alignment or under-inflation. The loading upon an axle tends slightly to play the wheels, which should usually be set more taut when the car is stationary than they should be expected to show when running. It is but another example of the fact that when an Austin Seven passes over the Forth Bridge appreciable deflection takes place. Nothing in the world is rigid, even a butterfly alighting on your chimney-pot causes the house to bend.

Some Interesting Experiments.

A neighbour's hen-coop has just blown down and he seems particularly indignant because the wind did not find its way through the interstices of the wire netting. As he truly says, the holes are far bigger than all the rest of it put together.

But air currents at high speeds act strangely, not unlike the sticky sugar which one sees being drawn out into long lengths by machines at exhibitions. The wind "clings" to the iron wire, exercising great pressure thereon. I think this was first discovered by someone who found that holes in a yacht's sail did not always cause a bad result, and indeed on occasion have been known to prevent too much eddying.

Mr. S. F. Edge has also tested this effect in connexion with motorcars, and one of the many valuable services he has given to automobilism comprises some experiments made during the driving of an open-work lattice grating round Brooklands.

I believe that designers will soon need to consider streamlining, for the public will not want to pay for petrol when it is used to push air surfaces through the air. Honeycomb radiators act in an almost identical manner to plain flat surfaces.

A point which emerges from these experiments is that a car can be better ventilated if the windows are slightly open top and bottom, suggesting that prepared louvers at the top of the window are well worth while.

Aluminium Cylinder Heads.

A device which may soon become more popular is the aluminium head for ordinary engines. Aluminium conducts heat with remarkable facility and it should therefore enable a lack of distortion to be obtained and prevent the need for too frequent decarbonization.

Aluminium—the word is used casually—would be virtually useless by itself for we never see it on cars in pure form. The metal can be made brittle, ductile, golden-coloured or dark, by the addition of innumerable adulterants such as magnesium, manganese, iron, copper, zinc and tin.

It can be protected against weather and made applicable to pistons by chemical and heat-treatment together. Quite a number of engineers have built all-aluminium engines with cylinders steel-lined, only to find that it is next to impossible to get heat from the liners to the aluminium with which it is supposed to be in contact.

It might be said that nothing in this world ever touches, just as nothing is ever free from bending. Even metals flow like wax if given a sufficient length of time; for gold placed upon the surface of lead will sink through the latter metal in its own good time.

Positively Closed Valves.

A revival of interest in positively closed valves is taking place in the world of motorcycling. It seems rather ridiculous that draughtsmen should work hard at cam design, only to allow them to be followed by spring-controlled tappets in the knowledge that at every different speed and after every week of use the real cam design is altering. Gas hurrying in and out of cylinders does not

bother about the cam; it worries about the actual moment when it is freed.

Valves can be closed by many methods, but springs successful at one rate of r.p.m. may be useless at others. It is, of course, most difficult to pull a valve on to its seat and to allow for the moment of contact at different temperatures of engine and stem. One of the most successful designs employed a light spring of the leaf variety more or less rigidly attached to the valve itself. There are possibilities for positive valves, perhaps even for their operation by hydraulic or electrical means.

It is bad enough to have reciprocating engines, but bouncing valves are often worse. They produce noise, allow wear, and by means of a synchronous cinematograph can be seen suspended in the air when they should be safely in bed looking after their flaming charge. I mean this adjective quite properly.

Cooling Systems.

I believe that some people do not know the chief reason for the falling off in efficiency of a cooling system. Excepting the thin film of oil which often forms in a jacket, the great reason for the locking-up of heat at the outer surface of the cylinder itself is the coating of fur which forms. This fur is a somewhat complex chalky deposit, depending for its nature upon the characteristics of the water used. Heat passes very easily through most metals but is subjected to tremendous resistance by a film of dirt of any sort, so that softened water is quite a useful addition to the equipment of an engine. It does not often pay to use a liquid with a high boiling point in order to conserve energy, for disproportionate losses are liable to occur from distortion or from a reduction in lubrication efficiency.

I saw an ordinary shoe brake on a farm wagon which was efficient in virtue of its toggle effect. The wheel had been com-

pleted locked and at the end of a long decline heat had passed through the metal tyre to the wooden portion to such good purpose that the wood was practically in flames. Every time the wheel was about to revolve the brake was more liable to stop it at the same point, owing to the denting which took place at the time. This condition exists with many cars and would be of everyday occurrence on farm carts in hilly neighbourhoods were it not for the dirt between iron tyre and wooden wheel which prevents the easy and rapid passage of heat energy.

A LION STORY.

Here is the latest lion story as related by an acquaintance who is now dwelling in a remote part of Africa. He tells me that he has been motoring along the local tracks in an old Ford. On his first run he went rather farther than he had intended and, upon rounding a bend, was horrified to see a lion ahead sprawling asleep in the fairway. Instinctively, says my correspondent, he pressed the horn button. The lion, however, was not going to be run over by any fool-motorist, so he dashed into the bush.—Contact in *The Motor*.

DON'TS FOR NEW MOTORISTS.

And a Good Many Old Ones, Too!

Never assume that the other person is going to do the right thing.

Don't imagine that everyone is going to give way to you.

In dealing with other people on the road it is better to imagine that they will do the worst possible, so that when they do it you are prepared.

Don't assume that everyone can see and hear you just because you can see and hear them.

Don't use your horn unnecessarily, but do not go to the other extreme and not use it at all.

Don't assume that the blowing of your horn will at once clear the road and make every blind corner safe. A motor-horn is only an accessory to safety, and its use does not absolve you from taking the ordinary precautions.

Don't obey the signals of unofficial people at cross-roads, though they may be of help to you. Use your own observation and intelligence first.

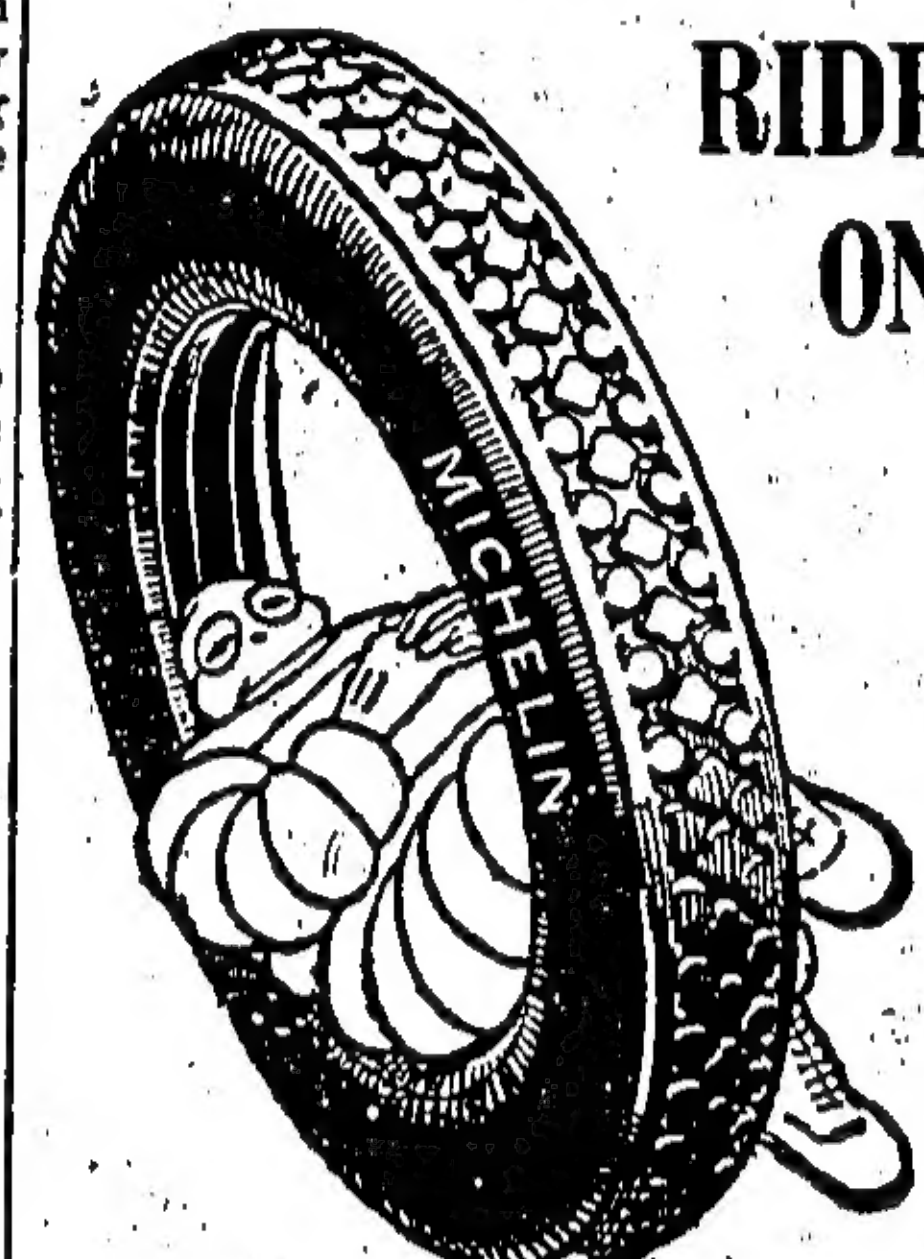
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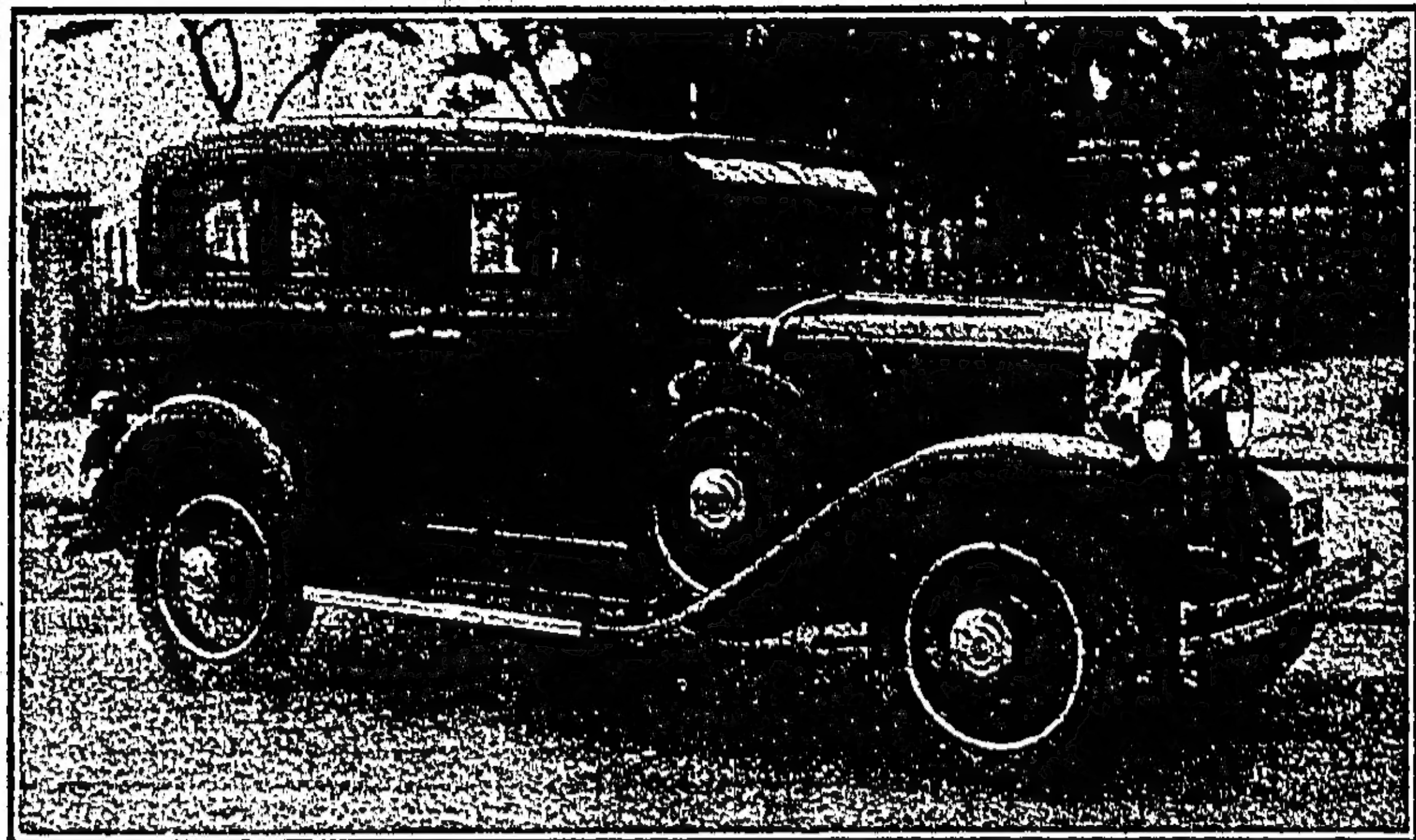
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new heights for sheer beauty and perfect taste.

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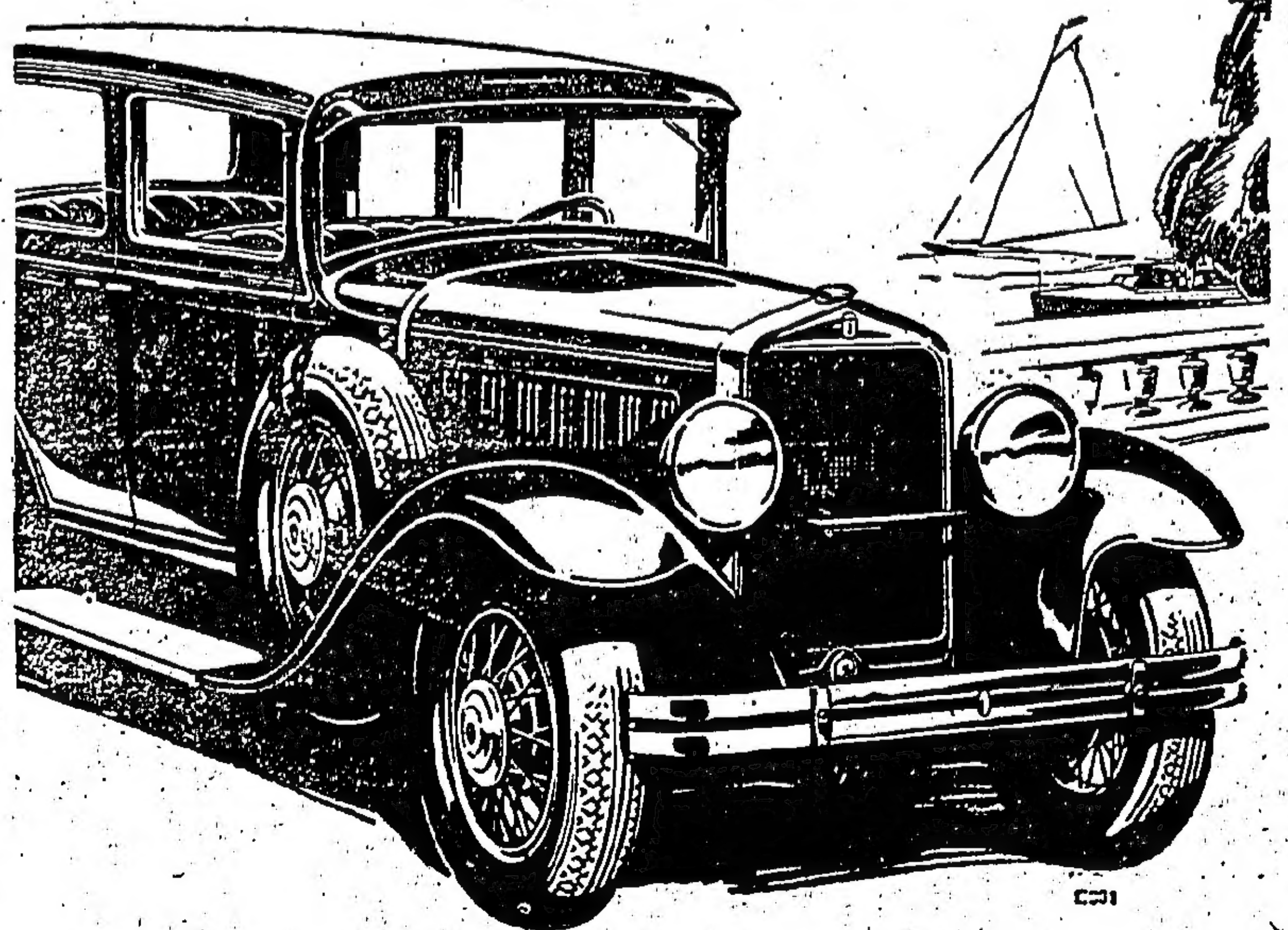
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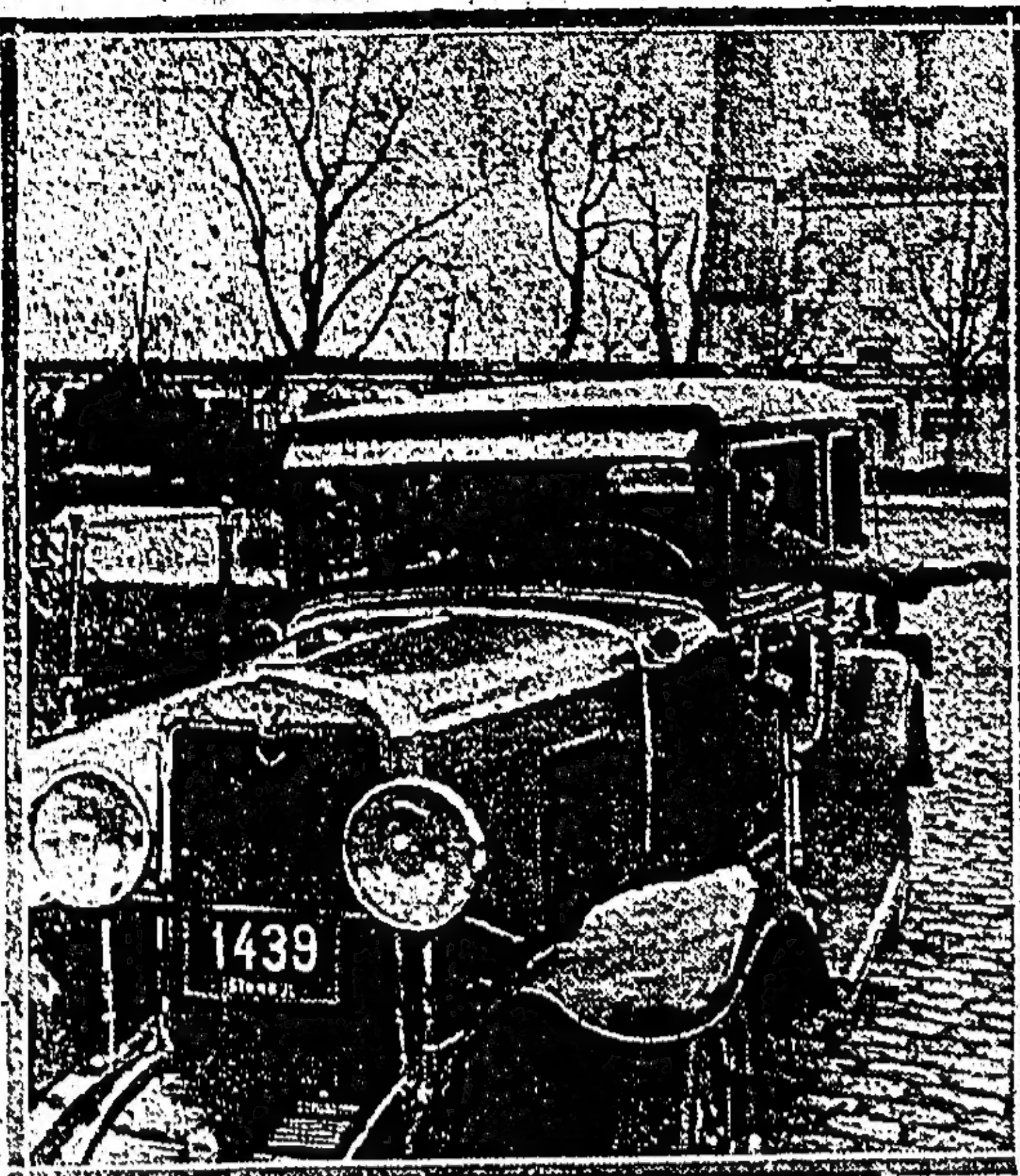
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CONSTANTINOPLE'S WOMAN TAXI DRIVER.



Mouamer Hanoum, eighteen-year-old Turkish girl, recently caused a sensation in Constantinople by applying for a chauffeur's license. She is shown here ready to transport passengers in her Chevrolet taxicab.

The old adage, "It's a man's world," is fast becoming obsolete even in Turkey where feminine rights, as such, have only recently begun to receive attention. There are few fields that seem less fitted for women, even in the western world, than that of taxi-driving yet in Constantinople a young convent-bred girl recently proclaimed her emancipation by taking a chauffeur's test and embarking on a career of taxi-driving.

Mouamer Hanoum was just eighteen years of age when she startled Constantinople by announcing her intention of taking a chauffeur's course. She subsequently passed the severe

physical examination and in a business-like manner asserted that she was prepared to enter the driver's tests. She displayed such unusual skill at the wheel that she completed her course in record time and captured highest honours.

As a full-fledged taxi-chauffeur, Miss Mouamer's first consideration was the choice of her vehicle. She selected a Chevrolet which has been specially equipped for taxi work. She is now happily employed driving passengers around Constantinople and enjoying the distinction of being the first Turkish woman to enter the chauffeur's profession.

PUBLIC TRANSPORT.

How Long Will Trams be Endured?

The coming on to the roads of the new types of pneumatic-tired omnibuses raises once more the question, how long shall we endure the now obsolete tram? It is rather amusing to see the admonition "Travel by Pullman Tram," and to find that some of these vehicles have actually been equipped with upholstered seats inside and a pad of hard leather on the outside seats to justify the term "Pullman!" And, of course, we all know that the London tram has eight wheel brakes!

But surely, apart from the monopolistic use of the centres of our town roads by trams and the dangers and appalling congestion occasioned thereby, nobody who has travelled in one of the latest buses would ever, from choice, prefer to travel by tram. Unfortunately, our present Minister of Transport possesses a tram mind as fixed as the permanent way itself. In spite of this fact, he is a young man and we venture to say, if spared, he will see the passing of the tram, the rooting up of the lines and the freeing of mobile traffic from the thrall of an intolerable incubus.—Exchange.

ETHYL PETROL.

Precautions in Use.

GARAGE VENTILATION.

In the final report of the Departmental Committee on Ethyl Petrol, the definite conclusion is reached that no danger is to be anticipated from the use of a motor spirit of this fuel, provided that the terms of the contract between the proprietors of the fuel and the distributors in Great Britain secure the continued observance of certain precautions. These are:

1. That cans and pumps should be labelled to indicate the presence of lead in the fuel and to warn the user to avoid spillage and not to use the fuel for other purposes than motor fuel.
2. That the fuel should be dyed as an additional check against its use otherwise than as a motor fuel.
3. That the amount of lead tetra-ethyl in the fuel sold for ordinary commercial purposes should not exceed 1 part in 1,300 parts by volume or about 1 in 650 by weight.

The Committee take the opportunity of emphasising the great importance of proper ventilation in all garages, whether or not

MOTOR HIGHWAY.

Italy to Abyssinia.

400 MILES PLAN.

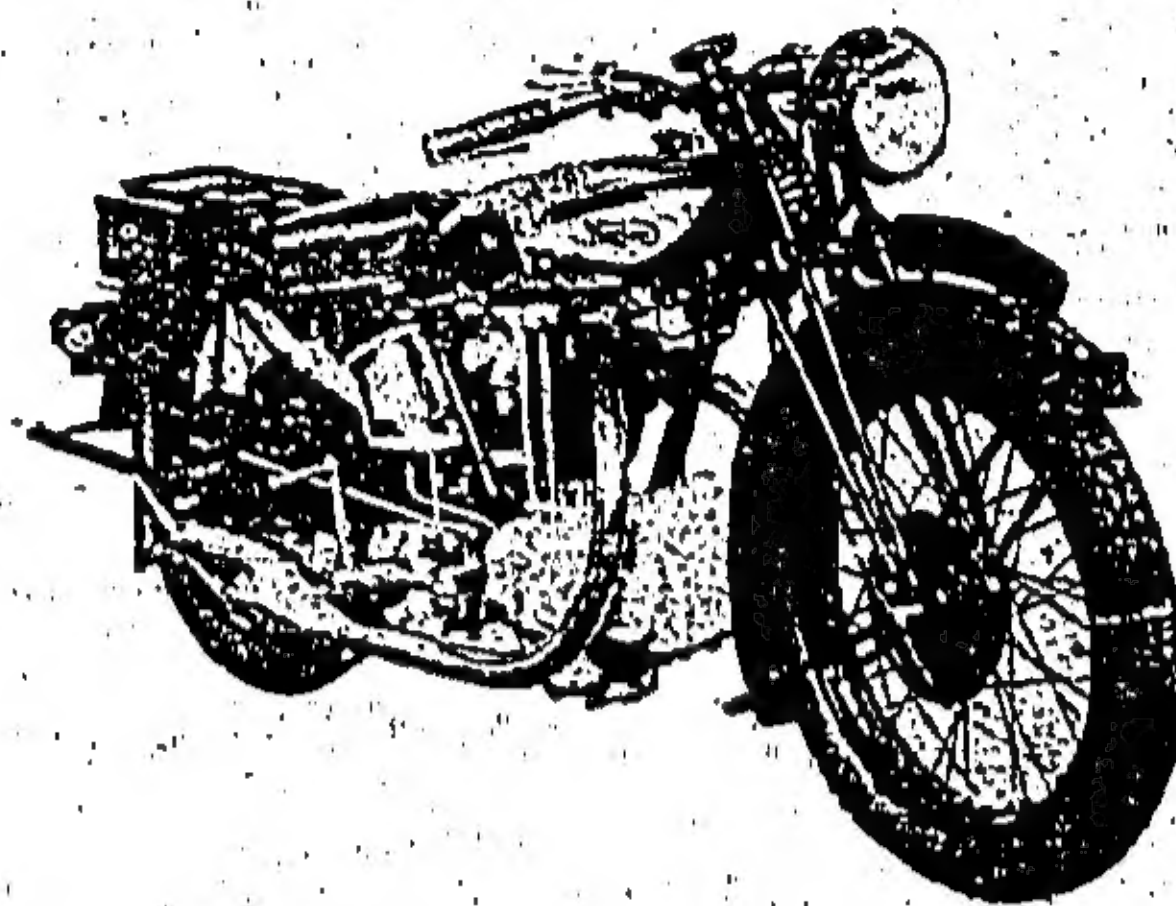
The building of a highway from the Eritrean port of Assab into the interior of Abyssinia will soon be undertaken by Italy. This new artery will replace the caravan route and it is estimated will cost 15,000,000 lire. The road will parallel the railway between Gibuti and the Abyssinian capital of Addis Ababa but will pass through the mountainous region, with Dessi as its terminal.

In the undertaking, Italy is enthusiastically supported by the King of Abyssinia, who is keenly interested in the new road, which will be built in five sections in all

nearly 400 miles through districts where trade has been restricted by lack of transportation routes.

The vast project is a most difficult one. Bridges must be built and many culverts used as a safeguard during the rainy season. Work is to be started in the dry season and continued over a term of months. It remains to be seen whether any of the existing caravan routes can be used as a basis for the highway. If not, another 5,000,000 lire will be added to the estimated cost. Experts feel, however, that although the cost of construction is very heavy, the expense will be more than justified by the benefits this new road will bring, not only to Abyssinia but to the Danakil country stretching through the Italian colony of Eritrea, which is badly in need of transport advantages. The territory which will be served has 4,000,000 inhabitants.

A NEW Norton MACHINE



MODEL No. 20 TWO-PORT.

The introduction of Twin Port NORTON models makes the 1930 range quite complete. Here is a machine of the New NORTON design—Model No. 20 Two-Port—which will certainly be the choice of the connoisseur. The additional exhaust arrangement on the timing side of the machine gives a balance and added air of distinction which has never been surpassed. CHROMIUM PLATING throughout.

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**PROTEST AGAINST
DEATH DUTY.****FEROCIOUS FINE IMPOSED
ON THRIFT.****JUDGE'S REQUESTS.**

That death duties were "ferocious fines imposed on thrift" was a statement made in his will by the Hon. Sir Percival Maitland Laurence, who died on February 28, leaving £273,000.

Sir Percival was for 30 years a judge of the High Court in South Africa and for 20 years Judge-President of the High Court of Griqualand. He died at Wimbledon at the age of 75.

"I have always felt a great dread of the horrors of premature interment," the will says, requesting that the fact of his death "should be positively ascertained by the application of some crucial surgical test."

Tribute to Parents.

He then directs that his body should be cremated and the ashes placed in the churchyard at Walesby, Lincoln, near the graves of his parents, "to whose early training, influence and example I ascribe whatever may have been meritorious in my way of life."

With the exception of a few personal bequests to relatives, friends and servants, Sir Percival left his fortune to Cambridge University. "In token of my affection as an 'Alumnus' of that great University and in recognition of the extent to which any success I may have attained in life is attributable to educative influence in its broadest sense."

He also left to the University a number of books from his library and directed that a portrait of himself in Court dress should be offered to the Master and Fellows of Corpus Christi College, Cambridge.

For Blind Work.

To Miss Katherine Griffith, of Hartley Wintney, "to assist her in her benevolent work for the blind" he left £100 or an annuity of £25, whichever she might select.

He left to his brother, Charles, the remainder of his library, and an annuity of £500.

To each of his three sisters he left an annuity of £500, and one of £500 dollars to his brother Franklin Arthur, of Friendville, Nebraska, U.S.A.

He also left sums of £2,000 and £1,500 each to certain nephews and £1,000 to a niece, Mary Eleanor Isabel Benridge.

**TWO KILLED IN TRAGIC
AFFAIR.****CONSTABLE AND A
WOMAN SHOT.**

The second floor of No. 13, Elgin Street, was the scene shortly after 6 p.m. yesterday of a tragic shooting incident, which resulted in the deaths of a Shantung constable, No. 151, and a woman, said to be his wife, who was living with him at that address.

From inquiries made by a Press representative it would seem that the constable had been living with the woman, whose name is said to be Wong Yuk-sang, for the last two months or so. According to other tenants of the flat, these two had never seemed to have got on well together and it is alleged were always quarrelling over minor points.

A violent quarrel is said to have taken place last Thursday, when the constable, it is reported, tore down the curtains of his bed in a rage, and damaged a good deal of his own and his wife's property. Another quarrel is also alleged to have occurred yesterday afternoon, when the deceased constable is said to have done further damage to property in the flat. He left the premises soon after this, but returned shortly before 6 p.m.

Shots Heard.

Heated words, it is said, again passed between the constable and the woman, and shortly afterwards two reports were heard by the inmates of the floor. No notice was taken of the matter, however, by the tenants, who thought the sounds were made by the firing of crackers. On another report being heard a few seconds later, they made investigations, and found the bodies of the woman and the constable in a rear cubicle, which it is said was tenanted by another Shantung constable who was absent at the time.

The Police were immediately communicated with, and it was found that the woman had been fatally shot in the right chest and in the hip, while the constable was shot through the head. Death in the latter case, it is said, must have been instantaneous.

The bodies of both the victims of the tragedy were later removed to the Public Mortuary.

The Police had not decided last night what the motive of the shooting was, and it is understood that investigations have still to be carried out.

**SEVEN MILES A
MINUTE.****SPEED SEAPLANES MAY REACH
THIS YEAR.****VITAL NEW TESTS.**

Will British seaplanes attain the phenomenal speed of seven miles a minute before the end of the year?

This question (writes a *Daily Chronicle* aviation correspondent) is being seriously discussed in air circles, and it is believed the attainment of such a speed is not impossible.

That speeds in the neighbourhood of 400 miles an hour will be reached is regarded as certain.

During the week the high-speed Gloster-Napier machine which was built for the Schneider Trophy race and has been undergoing modifications designed to add substantially to its maximum speed is to be sent from Cheltenham to Felixstowe.

Important Tests.

Then the programme of high-speed research work which has been laid down by the Air Ministry will begin in earnest.

Already the Supermarine S6 seaplane, proved to be capable over a measured course of a speed of 357.7 miles an hour, is at Felixstowe.

Squadron-Leader A. H. Orlebar, who was skipper of the British Schneider Trophy team, is in charge of the research operations. The tests and experiments are to be of a most exhaustive nature. They are designed to show not merely maximum speeds, but physical effect on pilots travelling faster than man has travelled since time was.

General Speed Increase.

There is to be no official attack on the world speed record, which is already held for this country by Squadron-Leader Orlebar. But a new apparatus will be used to secure much more information about speeds than would be obtainable by timing the planes across a measured distance.

The result of this research work will have a tremendous effect on the future design of fighting and scout planes built for the R.A.F. That is its purpose.

It is contended that there is no reason why, in five or six years' time, the ordinary standard Service machine should not be capable of a speed which is now regarded as possible only to specially designed and constructed racing aircraft.

Already fighting planes possess a maximum velocity which was deemed impossible a few years ago, and the year's tests may well raise this to five or six miles a minute.

**IMPERIAL PRESS
CONFERENCE.****NOTEWORTHY LUNCHEON
FOR NEXT TUESDAY.**

London, May 30.

The proprietors and editors of most of the important newspapers of the Empire are now assembled in London for the Imperial Press Conference. There has not been a gathering of this character for nearly twenty years.

The delegates will be entertained at a luncheon of welcome next Tuesday in Westminster Hall.

Additional interest will be given to the occasion by the fact that it is the first luncheon to be given in Westminster Hall since the King's Coronation, where representatives of the Dominion Parliaments who attended the Coronation were regularly entertained.

The Speaker of the House of Commons will preside, and the Premier, the Chancellor of the Exchequer and the leaders of the other political parties will welcome the delegates.—*British Wireless.*

LOST BAG OF RICE.**SHOPKEEPERS FEARS HE
WAS DEFRAUDED.**

A statement was made by Yeung Sheung-chun, a shopkeeper, at No. 27, Kwai Lin Street, Shamshuipo, to the police yesterday that he suspects having been defrauded by a man who had obtained a bag of rice, valued at \$17.70, by giving false references.

The customer said he was the master of the Lee Sang Chan-shop, at Shek Kip Mei village, on the mainland, and directed that the rice be sent there. On enquiries however, it was subsequently discovered that he was not known at the shop in question.

FINE TO CLOUDY.

The local weather forecast till noon to-morrow is:—S.E. or variable winds, moderate; fine to cloudy.

**ACTRESS FOUND
SHOT.****BODY OF FRIEND IN THE
SAME HOUSE.****THE "DRESDEN DOLL."**

An amazing tragedy in the gay artists' colony at Laguna Beach, California, was discovered when friends called at the home of a painter, Mrs. Doris M. Palmer, to find her and her friend, Mrs. Guy Bates Post, formerly Adele Ritchie, a popular actress, both dead.

As the police reconstructed the ending of this long intimate friendship, they became convinced that Mrs. Post, who was over 50, had killed her friend, twenty years younger, and later, in remorse, had shot herself. There is believed to have been jealousy over an invitation to Mrs. Palmer, which did not include Mrs. Post.

After questioning friends of the dead women, the police said that apparently when Mrs. Palmer was leaving the house Mrs. Post began a quarrel which culminated in her shooting Mrs. Palmer in the back. After this the former actress had tried to go on as if nothing had happened. With a carefully guarded air of unconcern, she went shopping, but later returning and being confronted by the body of her friend she decided to end her own life. She was found shot in the mouth.

The two women, both interested in the drama and in art, had been inseparable for the past few years, occupying nearby houses, and taking a leading part in the social life of the community. Both women were considered beauties. Mrs. Post being known as "Dresden Doll" during her theatrical career.

Last year Mrs. Post divorced her actor husband, who is now in Honolulu, after they had been married seventeen years. At the time they were married she was the reigning musical comedy Queen of New York and the toast of the town.

Miss Adele Ritchie, whose maiden name was Pultz, though one of America's most admired stage-beauties—of the "dainty-rogue-in-porcelain" type—had not appeared in London for nearly twenty years.

Her last performance was in a repertory of songs at the Palace Theatre in 1911. She had made one previous professional visit to London, in 1897, when she played Cleopatra in "The Wizard of the Nile" at the Shaftesbury.

She was in her 57th year, born in Philadelphia, and made her first appearance on the stage in New York in "The Isle of Champagne" at the age of nineteen.

One of her most recent successes was in "The Masquerader," in which she toured Australia. "She was married twice—firstly to Mr. Charles Nelson Bell, a wine merchant, and secondly to Mr. Guy Bates Post, the American actor. Both marriages were dissolved.

It is notified that the forthcoming Local examination in connexion with the Trinity College of Music, London, will be conducted by Mr. Albert Mallinson, F.T.C.L., at the City Hall, on Monday, Tuesday, Wednesday, Thursday, and Friday of next week. The Theory examination will be held at the Hongkong University on Saturday morning, 7th June, at 10 a.m. Mr. Mallinson arrived in the Colony yesterday by the Suwa Maru.

**OWNER OF GOLDEN
VOICE.****RUSSIAN WHO CHARMED A
ROYAL COURT.****LIVING IN CHELSEA.**

In a modest little house in Chelsea there lives a man whose golden voice won him the favour of the Tsar and Tsarina and a wonderful collection of personal presents worth £100,000, which were afterwards confiscated by the Bolsheviks.

He is Professor Grigori Makaroff, and to-day he teaches singing for a living.

M. Makaroff was for 28 years a member of the Russian Imperial Opera company, and he has sung in most of the capitals of Europe. He enjoyed the friendship of the Tsar and Tsarina, and saw much of the tragic history that was a prelude to the downfall of the House of Romanoff.

The Tsar's Mistake.

He has many interesting stories to tell of Court intrigue in those days when the Tsar, secure in most of the capitals of Europe, ignored all the warnings of public discontent, and went on living his life in the firm belief that the peasantry were too much attached to his person to do him harm.

Stories of the rise to power of Rasputin were told to a representative of the *Daily Chronicle*.

The Tsarevitch had been delicate from birth, and the Tsar and Tsarina were greatly concerned about him. It was arranged that the child should be given an opiate and the anxious parents then advised to call in Rasputin, who was credited with great healing powers.

The Black Monk arrived at Court, the secret administration of the drug was stopped, and the cure credited to Rasputin.

On another occasion he attempted to impress the Tsar with his powers of divination. There was to have been a great reception at which all the members of the Order of St. George were to attend.

Orders were given to arrange the banquet in the Red Hall of the Palace, but Rasputin begged the Tsar to hold it in another hall as he had a premonition of disaster.

Rasputin's Trick.

A good deal impressed, the Tsar ordered a change of arrangements and in the middle of the banquet the Court was petrified to hear a tremendous crash.

Rushing out to see the cause, the attendants found that an immense chandelier in the Red Hall had fallen from the ceiling on the very spot where the Tsar would have been sitting. The whole affair had been stage managed by Rasputin.

M. Makaroff sang at all the important State functions for years and was closely in touch with Court history.

He is convinced, however, that the talk of Rasputin's intimacy with the Tsarina was sheer Bolshevik propaganda and that the Monk was used as tool by the revolutionaries to get inside information about the Court.

He was on the station at Petrograd when Trotsky returned to overthrow the Kerensky regime, accompanied by seven or eight German officers.

Mr. Aime Joyal, of Manitoba, proposes to walk from Halifax N.S., across Canada to Vancouver, B.C. He will carry a bottle of water from the Atlantic Ocean and will empty it into the Pacific. The footpath route is nearly 3,500 miles.

The Very Idea!

An old village couple, named Tammas and Kirsty, were almost always nagging at one another, and one evening, when the minister paid them a visit, he found them at it as usual.

"Dear me, Thomas," said the good man, "why are you two always quarrelling?" Pointing to a dog and a cat lying together in front of the fire, he went on, "Why don't you take an example from these two? They don't quarrel, you see."

"No," replied Tammas, drily, "but tie them together and see how they'd 'gree!"

As noted in the newspapers Kircaldy Old Church choir greeted May morning by singing hymns and songs, including "Hail, Smiling Morn!" from the church tower. But what would have happened had it been raining?

Two occasions on which the vocalism was inappropriate were when a Border choir, singing to the patients in a district asylum, came to the words "We are at home! We are at home!" in the "Soldiers' Chorus from 'Faust'; and when a Musselburgh missionary, leading a fisher girls' choir singing through the streets, "faded" from the front rank when he, a great wit, anticipated the lines of the hymn, "See the mighty host advancing. Satan leading on!"

The conjurer's turn had not been going too well. The audience received each trick in stony silence. Not to be daunted, however, he stuck steadily to his task.

"Ladies and gentlemen," he said, "if any person will oblige me with an egg I will perform an amazing disappearing trick."

Nobody seemed able to produce the article, and after a momentary silence a voice called out from the gallery—"If anybody here had an egg, you'd have got it long ago!"

The very suburban housewife, had just engaged a new maid. Before explaining the duties to the girl she thought she would first inquire into her family.

"By the way, I will, of course, require your name," said the housewife.

"Yes, ma'am," returned the girl. "My name's Miss Smith."

"But you don't expect me to call you Miss Smith?" went on the mistress.

"Certainly not, ma'am," put in the new maid hastily, "I have an alarm clock."

"The customer complains that this sandwich is too small!"

"Put it on a smaller plate and take it back."

Butler (reading aloud the account of a fire)—"One girl escaped down a waterpipe at the back of the house."

"Cook—" "Oh, how splendid to be as thin as that."

Overheard by an Edinburgh teacher on her way from school, walking behind two six-year-old girls—"If ye walk on these lines (on the pavement) ye'll no get mairrit."

"I dinna want to get mairrit—I'm gaun to be a school teacher."

**BISHOP WARNS THE
CHURCH.****TO BE FREE OF STATE
"BEFORE MANY YEARS."**

"It is certain that before many years, the Church of England will be disestablished and more or less drastically disendowed."

This remarkable prophecy is made by the Bishop of Durham (Dr. Hensley Henson), discussing "Westminster and Lambeth" in his diocesan publication.

Observing that the Established Church has come into deep water, he proceeds:

"Is it not high time for us to adopt a more rational procedure, and, assuming the probability of disestablishment, to shape a course which will minimise the shock and loss of that formidable crisis?"

The shortage of ordination candidates is beginning to tell disastrously on practical Church work.

"Not only are many inadequately trained men being ordained in England for the colonies, but well staffed parishes, which are normally centres of treating clergy in pastoral work, are becoming few."

"A mortal blow is struck at sound discipline when ill-trained neophytes are, as is now constantly the case, preferred to important spiritual charges."

The Bishop adds "that the principal causes of clerical inefficiency are inadequate income and excessive absorption in raising money for practical and other objects."

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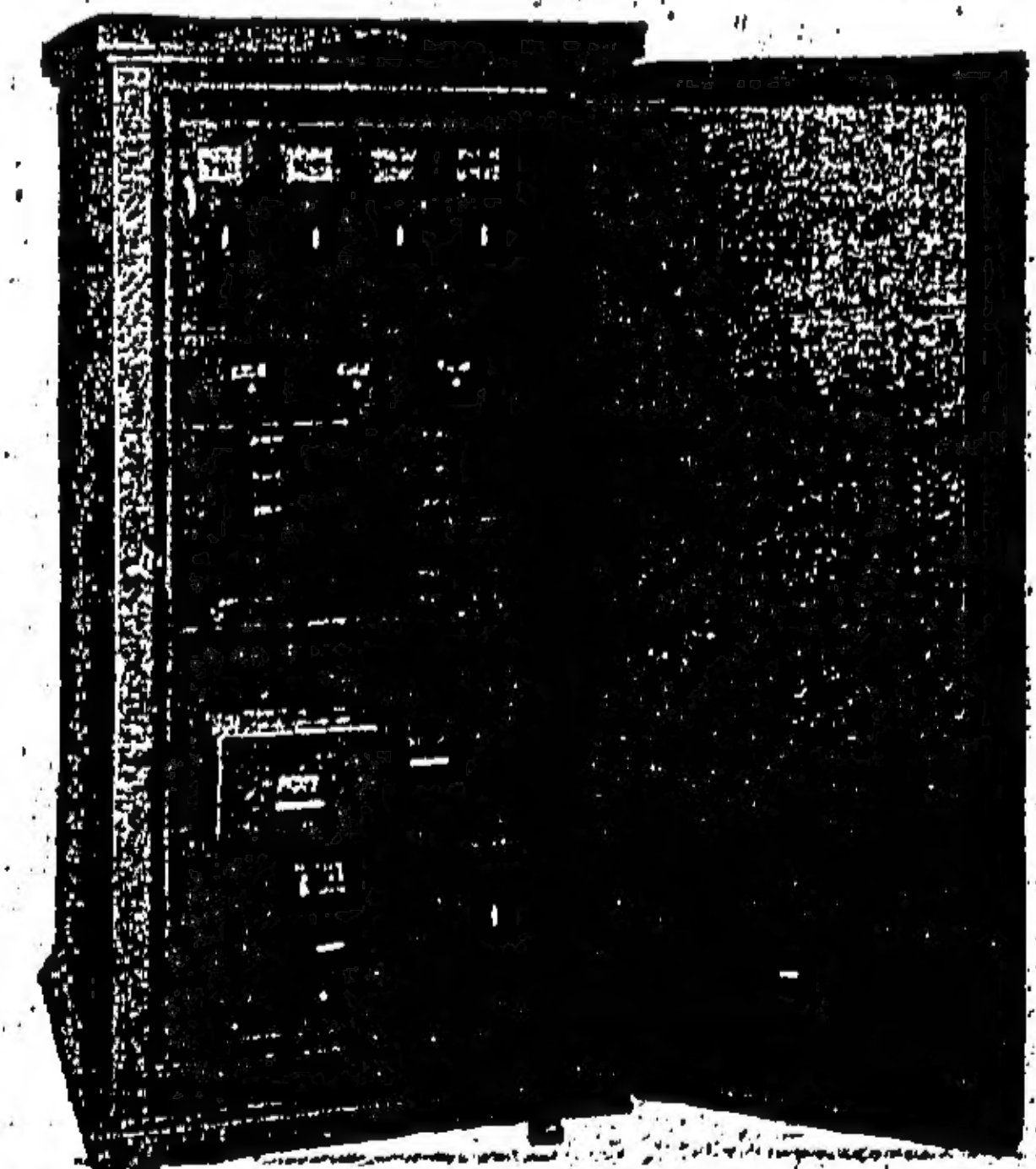
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Children 20 cts. Children's Return 35 cts.Other Buses will call at the Beach Road as required
Extra Buses will be run if occasions requireHONGKONG HOTEL GARAGE
THE HONGKONG & SHANGHAI HOTELS, LIMITED.**A FORGED NOTE.**PASSED ON TO SEVERAL
CURIOUS PEOPLE.

The story of how a forged bank note, purporting to have been issued by the Chartered Bank, passed through the hands of a considerable number of people who were curious to show it to their friends and how it was eventually allegedly tendered in payment for board and lodging at Kum Toi Hotel was related to Mr. Whyte Smith, at the Kowloon Magistracy yesterday afternoon, when two young Chinese were charged with uttering the note and with obtaining \$90.40 on a forged document at the Kum Toi Hotel, Nathan Road.

Mr. F. C. E. Repdall appeared for the second defendant, while Mr. F. X. d'Almada, jr., held a watching brief on behalf of Leung Tin-sang, a witness in the case. Mr. Repdall asked how his Worship intended to deal with the case and on being told that the Police requested the case to be taken summarily he applied for committal. He pointed out that as the defendants, under the Forgery Ordinance, were liable to imprisonment for life his Worship had no jurisdiction.

The case was accordingly treated as a committal one.

Crown's Case.

Opening his case, Detective Sergeant Pitches said that the note was received in the Colony by a lady living in Connaught Road in payment of a debt. She discovered that it was not a genuine note and placed it in a drawer to which her servant had access. On May 8, a friend visited the servant of the house and the new comer was shown the note.

The visitor suggested that she be allowed to take the note to show her husband. The servant agreed but instructed her friend to destroy it after she had shown it to her husband. The note was accordingly handed to the friend's husband who intimated that it was a good forgery although he could detect the discrepancies. Having examined the note he suggested that they should then burn it, but the wife said that she had a friend to whom she wished to show the forgery and accordingly took it to a lady in Nathan Road.

Here the note again changed hands, the friend in Nathan Road requesting that she be allowed to show the forgery to her master.

In reply to his Worship, Detective Sergeant Pitches said that the object of the people wanting to show the note to their friends was so as they would not be deceived themselves in their transactions. Continuing, the officer said that the lady of Nathan Road promised to burn the note after she had noted the particulars. She was examining it at the doorway of her shop when a friend came up and asked what it was she was looking at. She told him that it was a forged note and he playfully snatched it from her to see it.

First Defendant Appears.

At that moment the woman was called inside the shop to attend to a customer and when she returned to the doorway the man who had playfully snatched the note had disappeared. Being great friends and thinking that he had gone into a club nearby she took no further notice of his disappearance.

Taking up the threads of the story from where the woman had left the doorway of her shop, the prosecuting officer said that a man, alleged to be the first defendant, who had made the acquaintance of the man who had snatched the note, arrived on the scene and, seeing the note being examined, he asked what the other had. The man told the first defendant that it was a forged note, the enquirer replying that he would like to see it, to show to his friends.

The note once more changed hands and the first defendant together with the other then went into a club where several of the members began to play about with it. Eventually the first defendant had the note in his possession.

That was on May 13, and the first defendant was not seen again by the man who had playfully snatched the note from the woman in Nathan Road until May 17, which was the day mentioned in the charge. The man who had last had the note before it came into the first defendant's possession was the witness for whom Mr. d'Almada held a watching brief.

At Kum Toi Hotel.

The man saw the first defendant in Nathan Road on May 17 and asked what he had done with the note. The defendant replied that he had given it to a friend who, as a matter of fact, had been arrested by the Police for uttering it. The man scolded the first defendant for his foolishness.

Proceeding, Detective Sergeant Pitches said the defendants were alleged to have gone together to the Kum Toi Hotel, in Nathan

OLYMPIC GAMES.

CHAMPIONSHIP FOR CHINA.

Tokyo, May 30.—At volleyball China beat the Philippines by 15-21, 20-17 and 21-17 after a long and bitterly contested match. This victory gives China her only championship, excepting in soccer, which Japan shares.—*Reuter.*

Philippines Win Basketball. Tokyo, May 30.—At the Olympics, Japan kept her baseball slate clean, defeating the Philippines. Japan had a seven-run rally in the ninth inning. In basketball the Philippines captured the title, defeating Japan by 45 to 40.—*Reuter.*

REFEREES' MEETING.

The monthly meeting of the Hongkong Football Referees' Association will be held in the Council office of the H.K.F.A. Queen's Road Central, on Thursday, June 5th, at 5.30 p.m. sharp. All interested are cordially invited to attend.

The husband of the Rotherham woman who was taken ill with parrot disease has also fallen a victim, and a woman who was called in to supervise the domestic arrangements at their home is ill too. She is believed to be suffering from psittacosis.

Road, where the first defendant said he wished to engage a room for himself and a friend (the second defendant) for two nights. After seeing the room, the first defendant agreed to take it and gave a fictitious name. He then handed the accountant the forged note in payment of the room.

As is the general custom of Chinese, when accepting notes of large denominations, the accountant requested the first defendant to sign the note which was done. They then adjourned downstairs for change but not having sufficient, the chief accountant said he would hand the first defendant \$70 and the remainder could be collected the following day.

After getting his change the first defendant went back to the room, where the second defendant had remained, and shortly afterwards both left the hotel. They then went to a boarding house in the Central district and they were next seen at the Kum Toi Hotel on the following day at 10 p.m. when the first defendant collected his change of \$20.40 which was due to him.

The next day, Monday, May 19, the first defendant returned to the Kum Toi Hotel and was met by the accountant who, in the meantime had taken the note to the bank and had been informed that it was a forgery. He asked the defendant for a refund. The defendant said that the note did not belong to him but was the property of a friend who was an actor at the Po Hing Theatre.

Defendants Arrested.

On going down to the ground floor of the Hotel, the first defendant ran away but was chased and caught. He then conducted the accountant and the chief accountant to the Po Hing Theatre to look for his actor friend. On ascending to the second floor they were unable to find the man and the first defendant suggested that the Kum Toi employees should wait in the room while he went in search of the actor.

The accountants, however, decided to follow the defendant and had him handed over to the Police.

When taken to the Police Station the defendant said he did not know the note was a forgery and had been given to him by his friend the actor (second defendant) who had engaged a room at the Kum Toi Hotel. He volunteered to take the Police to Central to find the second defendant, who was subsequently arrested. The first defendant was not present when the second defendant was taken into custody and when they were confronted with each other the second defendant denied the allegation that he owned the note. He said that the first defendant had received it from Mr. Leung (Mr. d'Almada's client).

There was no suggestion, intimated the prosecuting officer, that Leung had in any way attempted to conspire with the two defendants. His actions were above-board.

Mr. F. C. Mudie, sub-accountant of the Chartered Bank, was the first witness called and stated that the forgery was quite a good one. He pointed out the discrepancies and intimated that the outstanding error was the signature of a man who had never been in the employ of the bank. It bore the name of M. O. Norris and apparently purported to be the signature of Mr. J. M. Norris. The writing was not a bit like Mr. Norris's.

In reply to Mr. Rendall, witness said that for the ordinary laymen the forgery was hard to detect. The case was adjourned.

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**CINEMA NOTES.****ALICE IN WONDERFUL
EPISODE.**

The Mad Hatter and the March Hare, the Red Queen, the Walrus and the Carpenter, and all the other familiar characters of "Alice in Wonderland" have come to life on the talking screen at the Queen's Theatre on Sunday.

All of Lewis Carroll's characters appear in an elaborate technicolour scene in "Puttin' on the Ritz", Harry Richman's starring picture for United Artists, which was directed by Edward Sloman.

The fantasy is part of a revue staged for a sequence in which Richman is depicted as the star of a Broadway show. Settings and costumes for the colourful number were designed by Alice O'Neill, and the dances were arranged under the direction of Maurice Kussell.

"Puttin' on the Ritz," a story of vaudeville and backstage Broadway, features a number of original songs by Irving Berlin, written especially for the picture. Joan Bennett plays the feminine lead opposite Richman, and the supporting cast includes Aileen Pringle, Lilyan Tashman, James Gleason, Purnell Pratt, Richard Tucker, Eddie Kane and others. "Puttin' on the Ritz" was based on an original screen story by John W. Considine, Jr., with dialogue by William K. Wells.

American Life Vividly Filmed.

Take an American family, an average family in an average American city home, a flat, say and inject a love affair between a pretty stenographer daughter and her millionaire employer, and you have the ingredients for a great play success. All you need is a great cast and a director like William de Mille to complete the formula.

Striking proof of this may be had at the Queen's Theatre where "The Idle Rich", Metro-Goldwyn-Mayor's filmization of the noted stage success, "White Collars", is the attraction.

Directed by de Mille, the story, a vivid cross section of American

family life in a big city, is literally crammed with laughs, romance and heart interest. Conrad Nagel, he of the famous speaking voice, plays the young millionaire, with Leila Hyams, who played with William Haines in "Alias Jimmy Valentine," again in a talking role. She is very beautiful and a clever little actress as well. Bessie Love, of "Broadway Melody", fame, as the flapperish little sister, is one of the brightest spots of a very clever show, and character honour go to that splendid pair of stage and screen artists, James Neill and Edythe Chapman, who play the father and mother. Robert Ober as the radical cousin, Paul Kruger and other clever players are adequately cast. De Mille gets exquisite humour out of the bride's struggle with the biscuits and other intimate little touches that almost suggest Barrie. It's hundred per cent true-to-life story and just about the best entertainment the screen has ever produced.

"The Patriot".

A remarkable picture is being shown at the Majestic Theatre, Kowloon. It is "The Patriot," a Paramount picture in which Emil Jannings, the great dramatic actor, is starred. "The Patriot" follows faithfully the play by Alfred Neumann, celebrated European playwright. Ernst Lubitsch, also a European, directed the film masterpiece, and has won new laurels.

Jannings is, to put it mildly, superb. There is little doubt he has achieved the greatest acting of his career in "The Patriot." Portraying a character with the heart of a child and the brain of a tiger, Jannings has brought to the screen and modern times a figure of history, Czar Paul I. of Russia. "The Patriot" will be numbered among those select few films which are placed at the head of the cinema list. Lovers of drama will revel in it.

No words can describe adequately the tremendous appeal mirrored on the screen in this production. It is the peak of cinematic achievement.

**IN MEMORY OF THE
REV. F. C. YOUNG.****GENEROUS RESPONSE TO
LOCAL APPEAL.**

Churches of all denominations and his many friends subscribed to the fund raised to the memory of the late Rev. F. C. Young, the minister of Union Church, Hongkong, a balance sheet of which has now been circulated.

The fund, of which Mr. A. H. Ferguson, the President of the St. Andrew's Society was Hon. Treasurer, resulted in total donations amounting to \$7,570, less \$13.55 for expenses.

This sum, a magnificent response to the appeal, was converted at 1/6 5-8d., and realised £586-9-7d., which has been allocated as follows: Remitted to London to be held in Trust for "Andrew Young," son of the late Rev. F. C. Young £200; remitted to London to be invested on account of Mrs. E. M. C. Young, £286-9-7d.

Such a fine response is a fitting testimony to the love and esteem in which the late Rev. F. C. Young was held throughout the Colony.

CORRESPONDENCE.**To Hongkong Graduates.**

[To The Editor of Hongkong Telegraph.]

Sir,—The Council of the University of Hongkong has recently endorsed a recommendation from the Senate urging the formation of a Hongkong University's Graduates' Association. At present there exist in certain centres local associations but as yet there is no general association of graduates. The desirability of such an association is obvious, and I shall be greatly obliged if you will, through the medium of your paper, invite any Hongkong University graduates who read this letter to send me their names and addresses.

STANLEY V. BOXER,
ACTING REGISTRAR,
University of Hongkong.

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PRODUCTION
"The Patriot"****WITH
FLORENCE VIDOR
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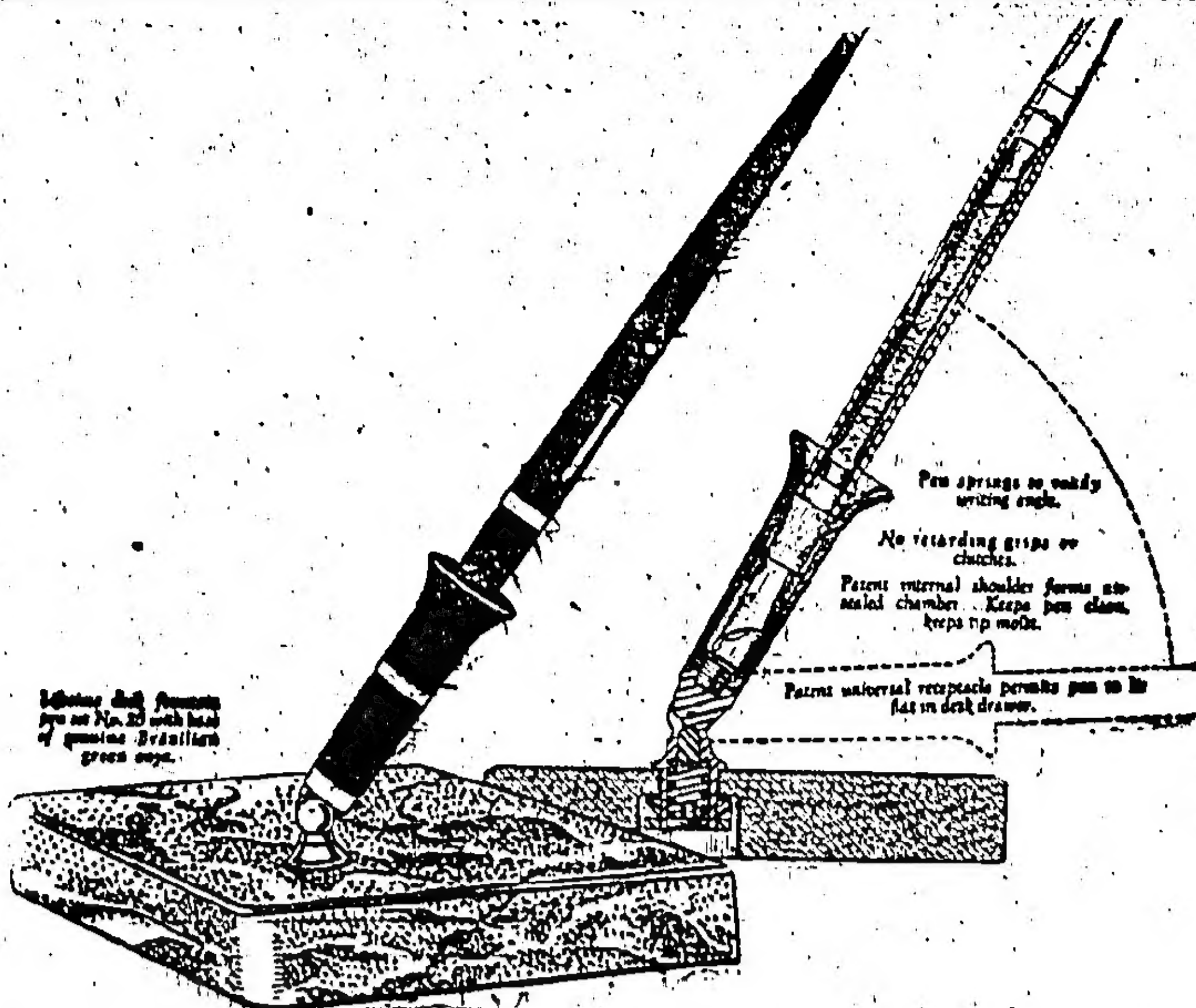
She was his sweetheart—but he used her as a pawn in his game of Empire! Such was the love of "The Patriot" for his country. Emil Jannings in the most astounding role of his career.

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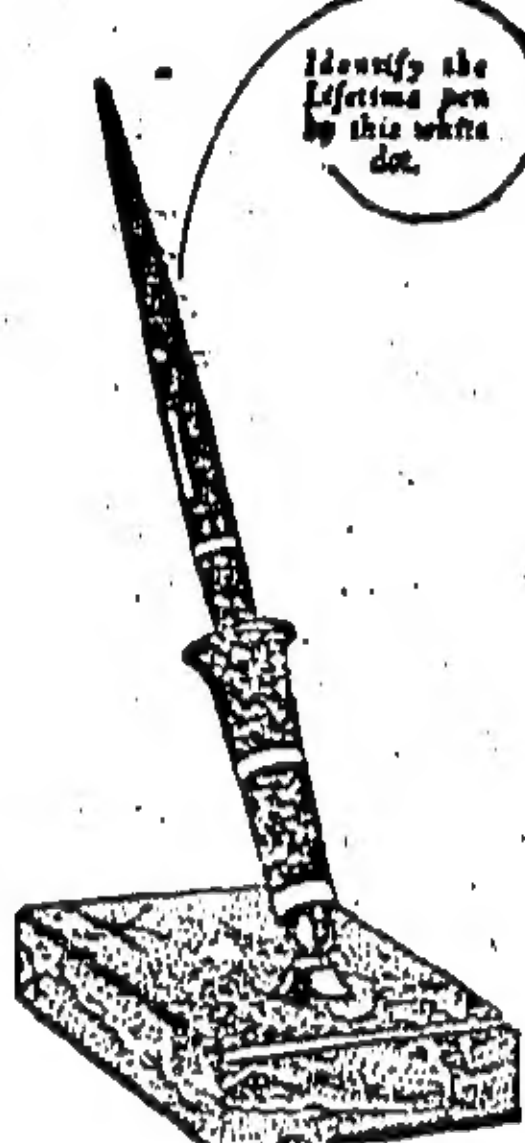
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PLAYGROUNDS TAKEN BY GROWN-UPS.

LONDON YOUNGSTERS LEFT IN STREETS.

Practically all along the line the grown-ups are rapidly—and selfishly—gaining ground in their battle with the children for recreation space in London.

How urgently the children need a champion in this direction has been emphasised by the present school holidays.

The streets, with their constant dangers, are their playground, and a *Daily Chronicle* representative who looked for "alternative accommodation" discovered the sad plight of London's youngsters.

The public is provided for in one South-West London park as follows:

Tennis: 15 splendidly-kept hard courts.

Bowls: Three greens (one recently laid down costing nearly £1,000).

Putting Green: Ground closed altogether during the winter.

Playing Ground for Children: One grass space, a much-patronised patch of sand, and an asphalted space around a bandstand.

Two other well-covered green spaces were fenced in, and the rest—again for the benefit of the grown-ups—was flower beds and evergreens plentifully besprinkled with warning notices ending, "Penalty, 40s."

Less Still.

In a smaller L.C.C. park there were tennis courts and a putting green and several good grass stretches, all well fenced.

An asphalted space was all that was left for the children.

Mr. G. H. Garland, organising secretary of the National Playing Fields Association, said: "We are all in favour of more space in the parks for the children instead of 'pretty, pretty'."

"The streets have been their natural playing ground for years, but the streets of to-day are very much more dangerous than they were. In London alone 240 youngsters are killed in the streets in a year, and 9,000 injured.

An L.C.C. official admitted that there had been a great extension of playing facilities for adults in public parks of recent years, but claimed that the children have the best of the boating.

TRAGIC STORY OF ACCIDENT.

AIR COMMODORE'S SON AND GUNPOWDER GAME.

In simple words a little girl, daughter of Air Commodore Ian M. Bonham-Carter told the tragic story of her elder brother's fatal accident.

The boy, Peter Richard, aged 17, was badly injured whilst experimenting with gunpowder in a copse near the R.A.F. camp at Hailton (Bucks), which his father commands.

At the inquest, the girl, Mary Ruth, who was the only witness of the accident, said:

"I was playing with my brother Peter, who was trying to make a sort of cannon that would go off with a bang. We were by the side of the tree.

"Peter lit something in the end of one of the pieces of piping, and there was a bang. I next saw him on the ground.

"It was the first time we had played at the game."

Other evidence showed that after the accident there was found, on the trunk of the tree, a piece of iron piping, bound with elastin and nailed down.

One end of the piping had been welded over and a hole impressed on the top. A smaller piece of piping, with one side burst open, and a packet of gunpowder, were found near the tree.

Mrs. Bonham-Carter said her son had told her that he and his sister were going to have a game.

He tried to buy something at Tring, but failed. He got something in Aylesbury, however, but she did not know it was gunpowder he wanted.

Verdict, death by misadventure.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—abreak down, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are much the same: the more pronounced being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary activities of life. Now what is absolutely essential in all such cases is increased vitality—vigour, vital strength and energy to throw off these morbid feelings, and to meet success in the day. This may be more certainly secured by a course of **THE NEW FRENCH REMEDY, THERAPION No. 3** than by any other known combination. Sincerely as it is taken in accordance with the directions accompanying it, will the shattered health be restored.

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BABY BOY IN A SUITCASE.

PENAL SERVITUDE FOR R.A.F. SERGEANT.

"In sentencing you I am acting on the assumption that the child is still alive, though nobody knows whether it is or not. Otherwise you would have stood indicted for a very different offence."

These remarks were made by the Recorder, at Southampton Quarter Sessions, when he sentenced Sergeant G. F. S. Walters, R.A.F., a native of Newcastle, to three years' penal servitude for abandoning a three-weeks-old baby boy.

Mrs. Gladys Bessie Kitchen, of Over Fawley, Hants, was sentenced to six months' hard labour on a similar charge.

Mr. J. G. Trappell, prosecuting, said that Walters and Mrs. Kitchen lived together at Portsmouth, and the baby was born in January.

Left on Doorstep.

In February, when the child was between three and four weeks old, Walters and Mrs. Kitchen, together with the baby, came to Southampton.

Walters bought a suitcase and put the baby in it, and, according to his own statement, put a napkin over the mouth or neck.

He took the child in the suitcase to Waterloo Station, and there, in the middle of the night, sought a dark street and deposited the child on a doorstep.

Inquiries had been made, but no information had been discovered as to what happened to the child.

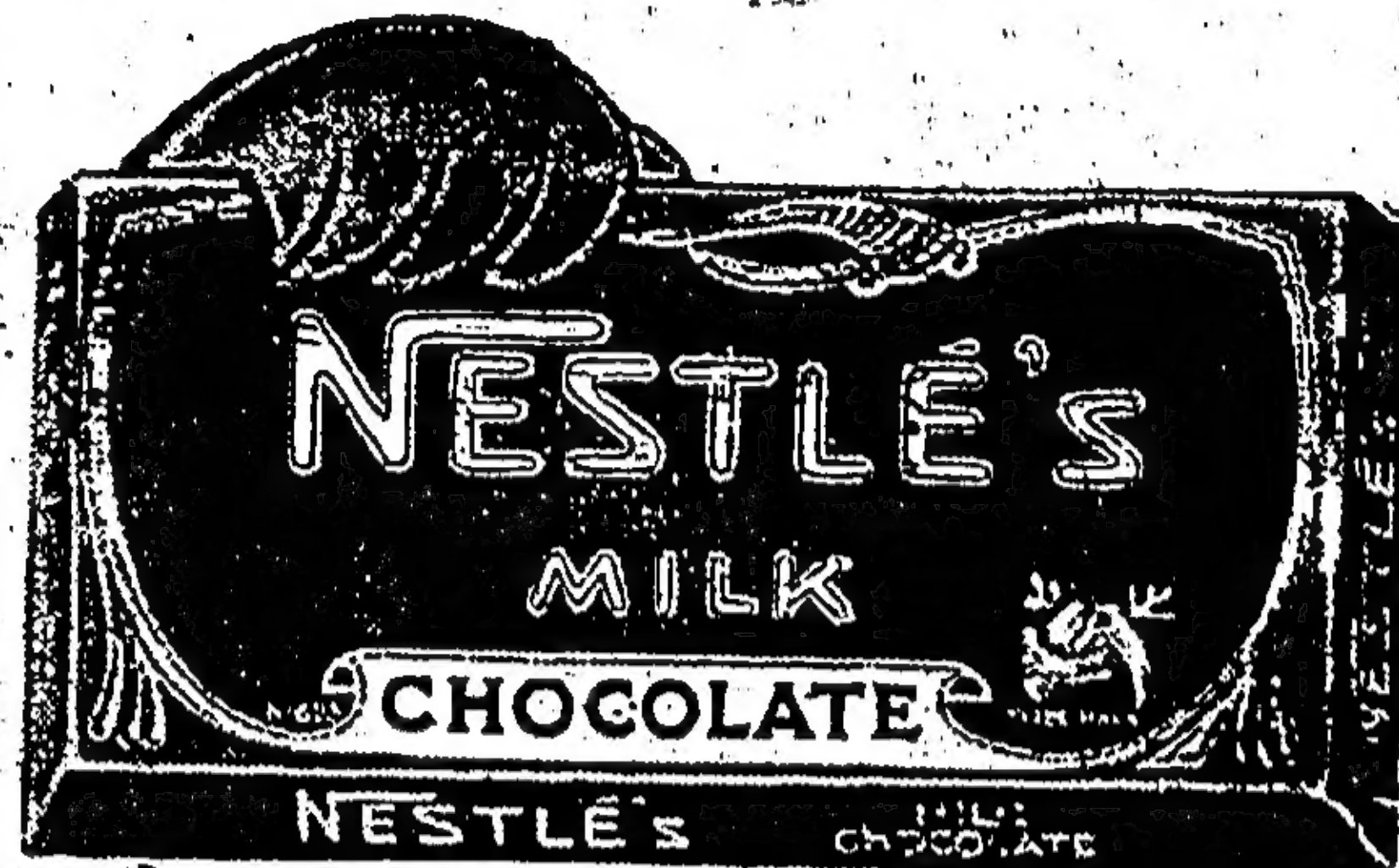
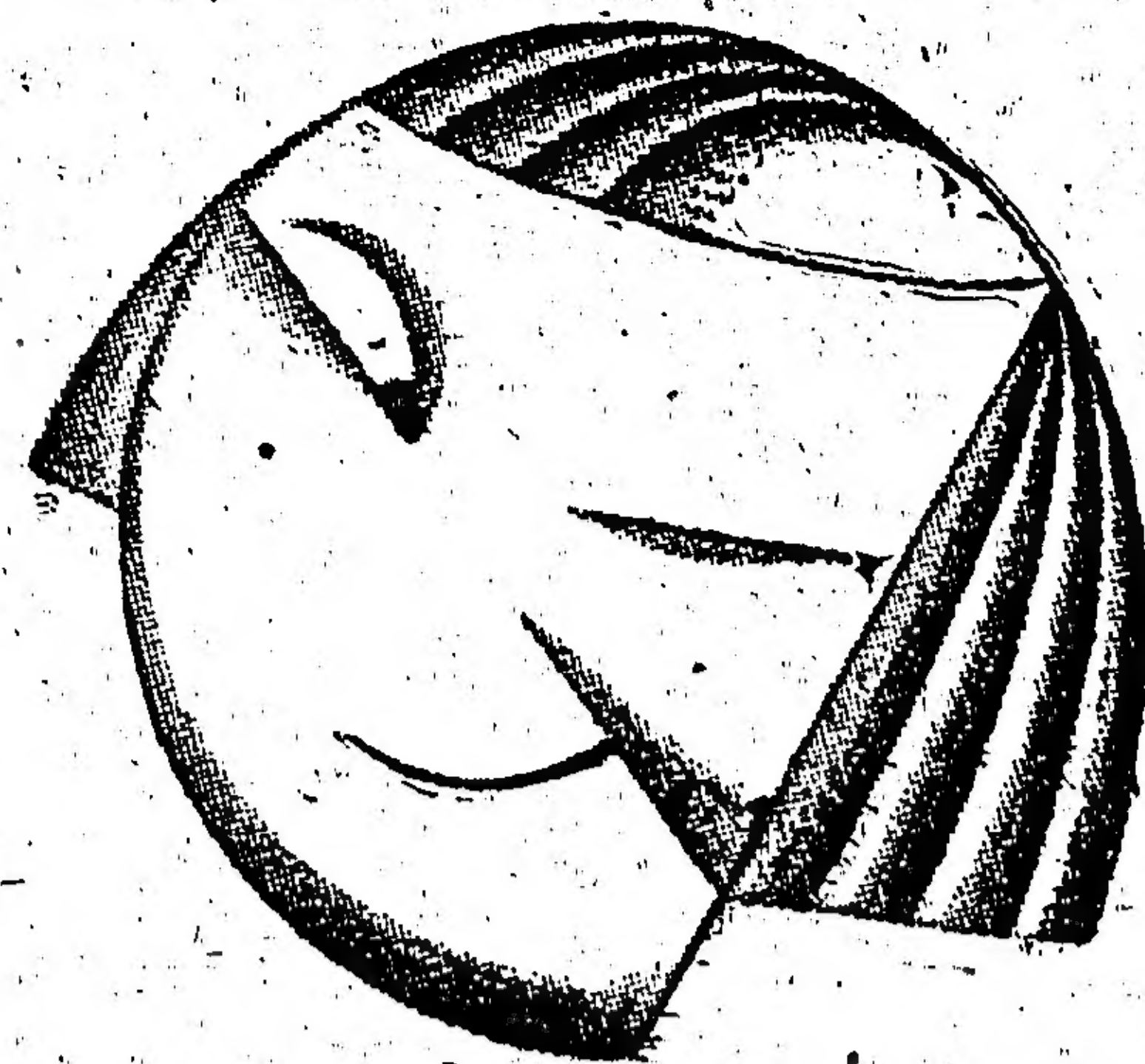
"Leading Spirit."

"One cannot help thinking," said Mr. Trappell, "that the predominant spirit in this affair is the man, and it is to his credit that he has said that he was responsible."

Mrs. Kitchen said in a statement: "It is not all his fault. I should not have let him have it."

Mr. B. A. Harewood, representing Walters, who had been granted a dock brief, said that Walters told him that after the child was born he and Mrs. Kitchen made every attempt to get someone to adopt it.

Mrs. Kitchen was very anxious that her husband should not know about the child.



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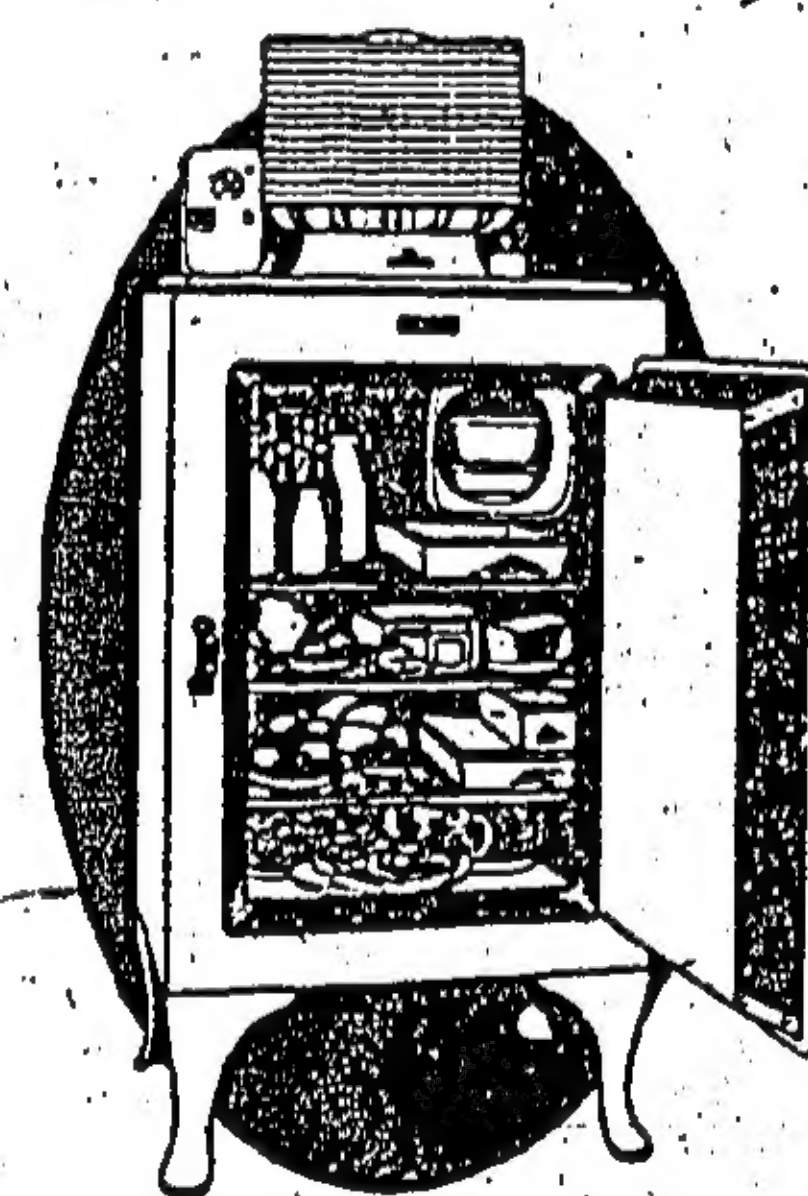
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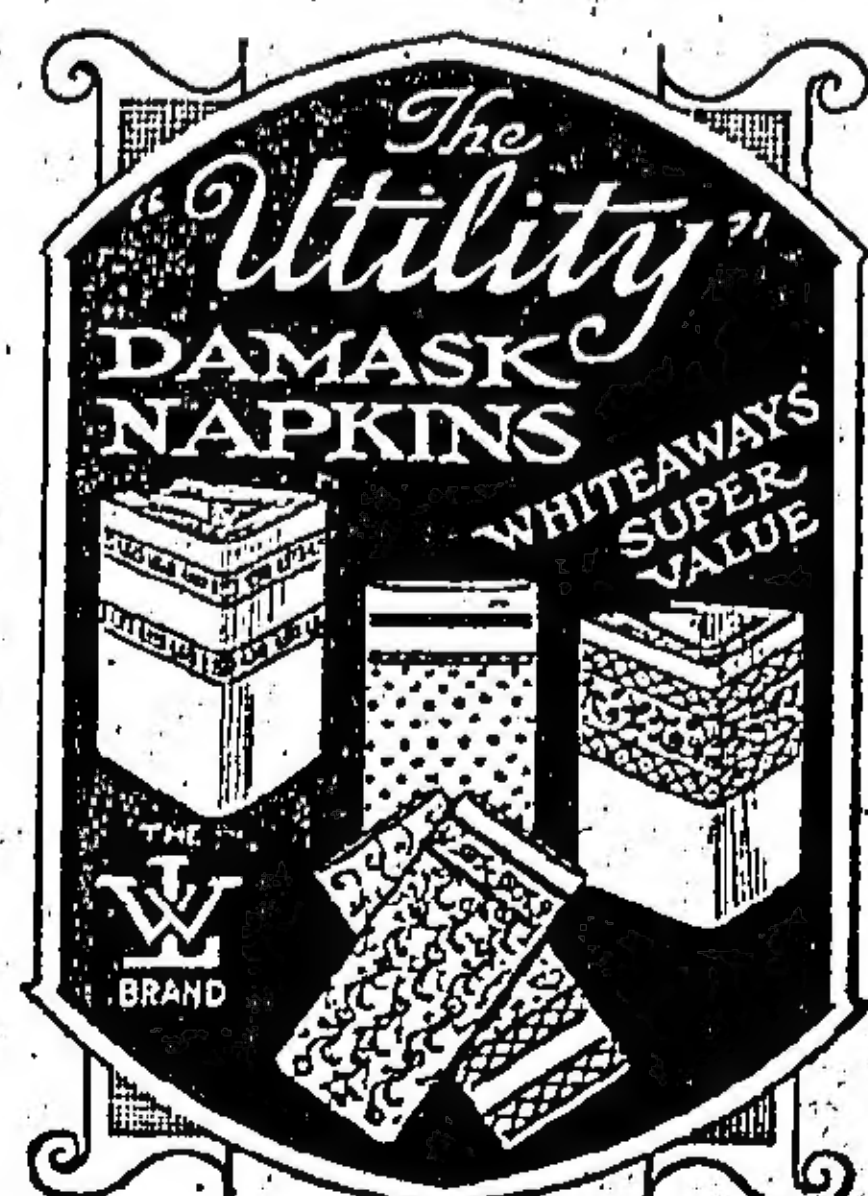


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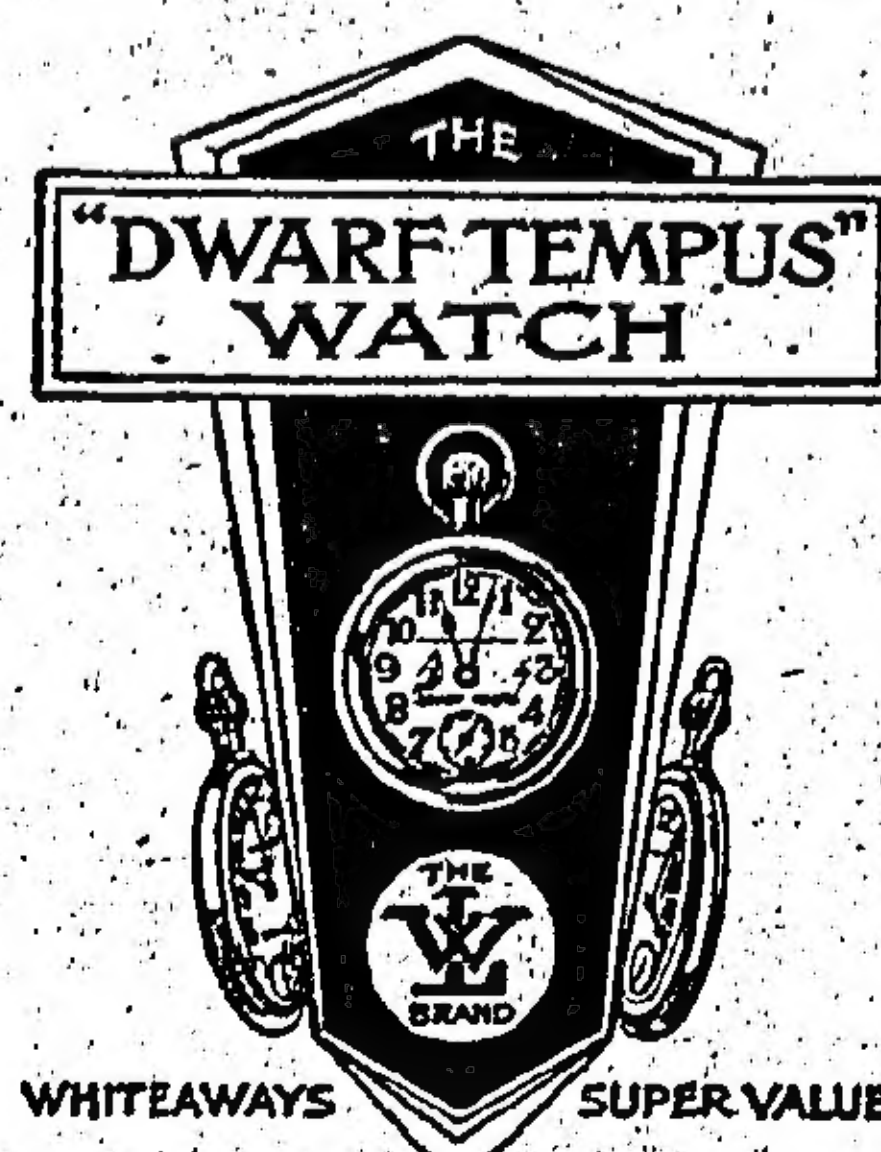
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THE HUSBAND HUNTER

BY
RUTH DEWEY GROVES

BEGIN HERE TODAY.

Natalie Converse tries to conquer her jealousy over her husband, Alan. But when he receives a call to the home of Bernadine Lamont, a popular night club hostess, she demands that he refuse to go. He leaves, after explaining that Bernadine is the widow of a war friend who had saved his life.

The actress surprises Alan by saying that her doctor has given her only a short time to live and requesting him to take care of her son, Bobby. He promises and tries to tell Natalie but her rebuffs silence him. He confides in his secretary, Phillips West, who has been waiting for this opportunity to further her own schemes.

When Natalie next comes to the office, Phillips manages to tell her about helping pick out toys for "darling Bobby" and shows a letter from Bernadine in which Alan's visits to Bobby are mentioned. Natalie leaves in a rage without explaining and Alan follows, hoping for a reconciliation, but her accusations drive him back to the office.

He is surprised to find Phillips there. After working several hours, Alan takes her to dinner and then home—where she manages to convey the impression of being the generous Lady Blount to the poor neighbour family.

CHAPTER X.

Over Phillipa's desk, and over Phillipa, a young man was bent in an attitude that struck Alan disagreeably. He seemed to be paying her a flattering attention. As a matter of fact, Phillipa had been openly encouraging him. And Geoffrey Norman was a young man of highly chivalrous character. It made him vastly uncomfortable when a girl encouraged him—if he happened not to care for her. And Phillipa was far from being the type of girl he cared for. Neither did he like her as an individual.

His ideal was Natalie Converse. He was fiercely, but at all times silently, envious of Alan. Natalie might have guessed he was devoted to her, but he was very young. She called it puppy love—was understanding and sympathetic. Natalie smiled over it at odd moments, and was glad that Geoffrey didn't write notes to her.

There had been a brief period when Phillipa had dreamed of being the right girl in Geoffrey's life. It was shortly after she'd come to work for Alan, at a time when she'd lost faith in her power to attract her employer. Alan and Natalie had made up after a quarrel, and Phillipa began to think that this time it might "take."

She'd turned to Geoffrey. He was a good-looking boy, slender, black hair and blue eyes. Heir to a fortune. Phillipa's interest embarrassed him. He was glad when she subsided. Aside from Alan being his broker, they were friends. Geoffrey liked to drop in occasionally. Phillipa saw where she might some day use him, and didn't quite give up her pursuit. While it was passive, Geoffrey tolerated it.

He looked up now, saw Alan, and turned away from Phillipa with relief.

Alan came over and rather coolly took him into the private office. "What's on your mind?" he said snappishly.

Geoffrey regarded him with interest. He was sorry for Alan. He knew he often had a quarrel with Natalie. But he did not know the cause. Natalie's obsession had never come directly under his observation. He supposed the trouble was Alan's fault. Nevertheless, he was sorry for him. To quarrel with Natalie must be blasting, he thought.

Once his mother had observed, after a musing study of him, that she thought it possible he was seeing too much of older women.

"Older women?" Geoffrey's surprise was genuine.

"Yes," his mother had said very soberly: "the wives of your friends, Geoffrey. They all seem to be older than you." She sighed there. "I suppose that's because you were precocious and got on too fast at school. But I wish you would pay more attention to boys and girls of your own age."

"Nonsense, Mother. My friends aren't old."

"Well, I don't like to think that you might possibly be disturbing another man's peace of mind, Geoffrey. I think you have too little to do. Perhaps you had better come to France with me this year."

"Meaning?"

"Some of your friends, one in particular, are much too charming, my son. Yes, I think you should come to France with me."

Geoffrey had no difficulty in guessing the friend she referred to was Natalie. Thereafter he buried his attachment even deeper, and tried to hide it from his mother's eyes. She grew more concerned about it, and decided to see them together, if it could be arranged.

It was she who had sent Geoffrey to Alan's office this morning. He lost no time in carrying out her instructions.

"What's the matter, rehearsing for a part in a bear market?" he chaffed. "Smoke?"

Alan refused the proffered cigarette. "Beg your pardon," he apologized for his lack of courtesy; "didn't sleep well."

"You need a rest," Geoffrey advanced, "or a change. And that's what I'm here for. We're going up to Lake Placid over the week-end. Mother and I. We want you and Natalie to join us. How about it?"

Alan took a second glance at his nice young countenance, before answering. Maybe, he told himself, it wouldn't be a bad idea to spend a few days in the boy's company. It might be good for Natalie too. The Normans, mother and son, were charmingly regular; being with them would help to put you straight.

And it had come to him in a flash that he needed to be put straight. That moment when he came in—he knew he'd been annoyed at finding Geoffrey with Phillipa. He was still annoyed, for that matter. Well, it wouldn't do. He wasn't going to get mixed up in any affair of the heart.

"Call Natalie up and ask her," he said to Geoffrey at last. "It's all right with me. I need something like that."

There was nothing languid in the way Geoffrey followed his suggestion. At the other end of the connexion a maid went to call Natalie to the telephone. But when she answered, Geoffrey asked: "Is that you, Natalie? What? Oh, your voice sounds strange."

Small wonder. It was almost the first time Natalie had spoken since Alan left the house. Her throat was still tight with pain.

"Does Alan want to go?" she asked, when Geoffrey had delivered his mother's invitation.

"He's tickled a violent crimson," Geoffrey declared.

"Really Geoffrey? Are you telling the truth?"

"Shame on you, Natalie. But I would lie if I had to. Well, what do you say, lady?"

"I'd love it!"

Alan saw success all over Geoffrey's face, as he put down the telephone. He thought of Phillipa out at her desk, and wished poignantly that Natalie were as simple and sweet as she. He'd be sure of his happiness over the week-end then. As it was... well, at least he could hope for the best, and get to work.

Natalie, at home, was flying about the innumerable things she had to do before train time. Her hair—she'd give it an egg and lemon shampoo herself, no time to go to Pierre for it. And her skating things; where were they? She hadn't used them this year. Alan's too?

Grace Norman should have given her more time... no, it was a nice thought, even at the last minute... it was a wonderful thought, really. She was sure Mrs. Norman didn't know she and Alan were at the breaking point, but she felt like kneeling to her in gratitude just the same.

Phillipa did not feel the same toward Grace. When Alan told her he would be away for the week-end, where he was going, and who he would be with, she was furious. But she told Alan it would do him a world of good.

"They're just trying to patch up things between Alan and Natalie," she thought of the Normans.

The week-end was delightful for everyone but her. Mrs. Norman saw nothing between Natalie and Geoffrey to worry over. Natalie let herself go, and was delightfully

happy. Alan was more restrained. He'd seen Natalie's mood change too often to bank upon its endurance. The ever-present fear of future eruptions took the edge off their reconciliation for him.

He loved Natalie, wanted to be nappy with her, but he knew that she could no longer blind him completely even for a moment. The habit of taking joy with her with his fingers crossed had become too fixed to be broken at her will.

Geoffrey was mappy in Natalie's happiness. It was right that such a woman should be gloriously ecstatic, he told himself, when they arrived back at the "hut," breathless and flushed with their exercise.

Geoffrey decided, settling himself before the roaring fire, that no man's life counted against Natalie's. He'd rather love her, and die of it, than give a thought to another woman, he believed.

She was a lovely creature, seated there with the firelight flickering over her: Wind-painted cheeks and glowing hair; a foreign, childish abandon in the way her eyes danced with elfin delight, in her manner of smuggling down to sip the pale, fragrant china tea up from her cup with laughingly pursed lips.

Her exotic, patrician beauty made her ageless. She was young, but Alan had forgotten that she could be like this—almost a youngster, frankly enjoying her wrong mannered way of drinking tea.

"You'll have your nose in it next," he teased.

Phillipa seemed very far away at that moment, but Monday was sure to come.

EUROPEANS SHOT IN SHANGHAI.

PIRATICAL OUTRAGE ON RIVER.

Shanghai, May 30.

At 6.45 this morning, two Chinese engaged one of Messrs. G. E. Marden and Co.'s hire launches, proceeded to Pootung and picked up seven others. At 8.40 they ordered Messrs. Marden's launch to go alongside the Whangpoo Conservancy launch, which, according to custom, was paying the wages of the Conservancy coolies at the jetty adjacent to the South Manchurian Railway wharf, at Yangtseepoo.

Callous Shooting.

As they got alongside, the pirates boarded the Conservancy launch and immediately opened fire, point blank, callously shooting down the Europeans and Chinese aboard. Mr. J. G. Irvine, a dredging engineer, a native of Renfrew, and Mr. Jack Harder, an Australian of long residence in Shanghai, and assistant surveyor of the Supervisor's Office of the Whangpoo Conservancy Board, were both seriously injured. Mr. Irvine received five wounds in the abdomen and shoulder and was rendered unconscious. A Chinese engineer was shot dead, and the first and second launches were wounded.

Pirates Escape.

The pirates then started both launches at full speed in the direction of Pootung, and escaped ashore with the pay roll, amounting to approximately \$27,000, leaving the launches adrift in the river where they were found by the Water Police and brought to the Settlement.

Messrs. Irvine and Harder were immediately removed to hospital, where they were urgently operated on this afternoon.—Reuter.

Later.

Messrs. Irvine and Harder are in a critical condition.—Our Own Correspondent.

Death of Mr. Irvine.

Later.

Mr. Irvine died this afternoon. Blood transfusion is being resorted to for Mr. Harder.—Our Own Correspondent.

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Can You Do This?

The exercise shown above, performed fifteen times daily, is an excellent help to the correction of constipation and obesity. An easier mode of treatment for those disinclined for such strenuous methods is an occasional dose of Pinkettes.

Taken when needed, Pinkettes correct constipation, ensure daily regularity, dispel bilious attacks and sick headaches, stimulate the liver, clear the skin and purify the breath. They also quickly relieve piles.

Of chemists everywhere, Pinkettes, the dainty little laxative liver regulators, 60 cents per vial.

Whilst playing on the beach at Black Rock, Brighton, a boy saw a woman fall 80 feet from the top of the cliffs. The woman, who was killed, has not yet been identified. She had white bobbed hair and was about 60 years old. She was 5ft. 5in. high and of medium build, and was wearing a brown coat trimmed with black fur, black shoes and silk stockings. There were no papers or letters on her.



Baby's Growth

THE best indication of proper development is a right increase in weight coupled with increase in muscular strength.

At five months Baby should be able to hold his head erect. At seven months he will be able to sit up a while. When ten months he crawls, pulls himself up or stands by a chair.

Do not encourage a child to walk before he does so of his own accord.

The Allenbury's Foods

No. 1, 2, 3 and Rusks provide the right nourishment for Baby, step by step, and promote sturdy growth and sound development.

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THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

No. 22/30.—Hongkong Volunteer Defence Corps Orders by Major H. R. L. Dowbiggin.

His Majesty the King's Birthday Parade.

The Corps (less Corps Band) will parade as strong as possible at Corps Headquarters at 9.50 a.m. on Tuesday, 3rd June to take part in the ceremonial parade in connection with the celebration of His Majesty's Birthday.

Dress: Review Order, i.e. Helmet, Khaki Jacket, Shorts, Putties, Hose-tops and Black boots. Belt, Rifle and Bayonet. Medals will be worn.

The Scottish Company will conform, dressed in the kilt.

No. 1 Company.—Commander. Capt. M. A. Johnson, M.M.

Composition: Battery.

Engineer Company.

Corps Signals.

Reserve Company (less Scottish).

Armoured Car Coy. (less Cycle Section).

No. 2 Company.—Commander.

Capt. E. J. R. Mitchell.

Composition: Machine Gun Co.

Colour Party.

2/Lieut. L. F. Nicholson.

2/Lieut. J. H. Bottomley.

C.Q.M.S. A. Urquhart.

Sergeant C. S. Coom.

Sergeant G. E. L. Johnson.

No. 3 Company.—Commander.

Capt. H. R. Forsyth.

Composition: Scottish Company.

Scottish Reserve.

No. 4 Company.—Commander.

R. R. Davies.

Composition: Portuguese Company.

The Machine Gun Troop will ride past His Excellency The Governor.

This Unit will follow immediately in rear of 1st Mountain Battery.

Hongkong and Singapore Brigade.

Royal Artillery.

Parade. Causeway Bay Stables at 8.45 a.m.

This Unit will parade on June 5th, at Causeway Bay Stables for Troop Drill at 5.30 p.m.

The Motor Cycle Section will parade as Escort to His Excellency The Governor, under separate instructions.

The Corps Band as detailed will parade at 9.15 a.m. for playing with

the mased bands of Regular Units of the Garrison, and later for march past, under separate instructions. There will be no parade for this Unit on Monday, 2nd June.

Musketry Cup.

The following results of the Annual Musketry Competition for the Musketry Challenge Cup presented by The Commandant for season 1929, is published for information:

Units Order in Average Competition Part II.

Corps Signals 1st 65.81

Machine Gun Co. 2nd 65.15

Scottish Co. 3rd 76.04

Engineer Co. 4th 70.17

Portuguese Co. 5th 62.74

Armoured Car Co. (Car Section) 6th 61.94

Reserve Co. 7th 76.50

The Battery 8th 62.57

Machine Gun Troop 9th 58.82

Armoured Car Co. (Cycle Sec.) 10th 61.36

Corps Average in Part II 65.02

The Commandant offers his congratulations to 2nd Lieut. J. H. Bottomley and to his Company for winning the Cup.

The Winning Company retain the Cup for one year.

Efficiency Cup.

The Machine Gun Troop has won the Efficiency Cup for the training year 1929-30. The Commandant congratulates Lieut. A. Button-Potts and all ranks of his Troop for attaining a 100% return of efficiency.

The cup will be presented on Friday, 30th May, 1930.

National Rifle Association.

The 67th Annual Meeting of the N.R.A. will be held at Balesy from July 7th. to July 19th, 1930.

Any member of the Corps who will be in the U.K. on these dates, and who is interested, may see a copy of the programme on application to these Headquarters.

Rifles and Bayonets.

All rifles and bayonets will be returned to Stores for annual overhaul immediately after H.M. The King's Birthday Parade.

Battery.

The Battery will turn out as strong as possible on the King's Birthday Parade see para: No. 1.

Dress: Uniform, shorts, hose tops, putties rolled upwards, belt, rifle and bayonet.

Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, June 5th.

Machine Gun Company.

It is hoped that all members of the Company will attend the King's Birthday Parade. For particulars see Corps Order Para: No. 1.

Scottish Company.

Parade Thursday, 5th June, 1930.

Machine Gun Instruction.

No. 6 Platoon at Kowloon Dock under Lt. G. Duncan, M.B.E.

No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth.

Portuguese Company.

King's Birthday Parade. The attention of all ranks is called to Para: No. 1 of this week's Corps Orders.

Attention is also called to the time of parading. Punctuality is essential.

Promotions.

No. 1491 Pte. G. F. Byles, No. 1 Platoon, to be Corporal as from 27.5.30.

No. 1112 L/Sergt. J. L. Alves, Corps Band, is promoted Band Sergeant with effect from to-day.

Struck off the Strength.

Having left the Colony.

No. 762 Pte. J. H. Austin, Reserve Company, as from 28.5.30.

No. 849 Bdr. W. G. Lawson, The Battery, as from 31.5.30.

Leave.

Capt. E. J. R. Mitchell, Machine Gun Company, returned from leave and resumed duties as O.C. of the Company as from 28.5.30.

No. 275 Cpl. J. V. Ramsay, Armoured Car Company, Car Section, from 27.5.30 to 28.5.30.

R. C. STRACHEY, CAPTAIN, ACTING ADJUTANT, H.K.V.D.C.

Notice.

Sergeants' Mess. The members of the Sergeants' Mess will be at Home to their friends on 3rd June, 1930 from 11 a.m. to 1 p.m.

Rangoon, May 30.

The situation is improving, though shipping remains at a standstill.

A number of injured persons have succumbed, and the death roll is now estimated at 175.—Reuter.



SAILING NOTICE

WEEKLY TRANS-PACIFIC SERVICE.

To San Francisco & Los Angeles
Fortnightly sailings on Tuesdays
Pres. McKinley T., June 3, 1 a.m.
Pres. Grant Tues. June 17
Pres. Cleveland ... Tues. July 1

To Seattle & Victoria
Fortnightly sailings on Tuesdays
Pres. Jefferson ... Tues. June 10
Pres. Lincoln Tues. June 24
Pres. Madison Tues. July 8

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Fortnightly sailings on Sundays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.
Pres. Harrison Sun, June 1, 8 a.m.
Pres. Johnson Sun, June 15, 8 a.m.
Pres. Fillmore S., June 29, 8 a.m.

To Manila
Pres. Jefferson ... June 3, 6 a.m.
Pres. Grant June 7, 6 a.m.
Pres. Lincoln ... June 17, 6 p.m.

CANTON BRANCH:—No. 4 Shakes Street.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Yatsing Kwongsang Chaksang Kwaikang	Sun. 1st June at 10 a.m. Wed. 4th June at 10 a.m. Sun. 8th June at 10 a.m. Wed. 11th June at 10 a.m.
TO SINGAPORE PENANG & CALCUTTA	Yuensang Kumsang	Satur. 31st May at 5 p.m. Fri. 6th June at 3 p.m.
TO AMOY	Suisang	Fri. 6th June at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kutsang	Wed. 18th June at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Hosang Yuensang	Thurs. 26th June at 7 a.m. Wed. 9th July at 7 a.m.
TO SANDAKAN	Mausang Hinsang	Wed. 11th June at 3 p.m. Satur. 21st June at 3 p.m.
TO TIENTSIN via SWATOW & POOCHOW	Chipshing Cheongshing	Wed. 11th June at 7 a.m. Wed. 18th June at 7 a.m.

SUMMER TRIPS TO JAPAN.

Excellent first class accommodation on through steamers from Calcutta to Japan at the specially reduced return fares of \$175.00 to Kobe and \$200.00 to Yokohama. These return tickets are available for three months. Further reductions made for parties of not less than four adults.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

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FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.	To YOKOHAMA via Shanghai & Kobe.
--	----------------------------------

G. METZINGER... 3rd June.	PORTHOS... 3rd June.
ANDRE LEBON... 17th June.	CHENONCEAUX... 17th June.
PORTHOS... 1st July.	ATHOS II... 1st July.
CHENONCEAUX... 15th July.	D'ARTAGNAN... 15th July.
ATHOS II... 29th July.	ANGERS... 29th July.
D'ARTAGNAN... 12th Aug.	SPHINX... 12th Aug.
ANGERS... 26th Aug.	G. METZINGER... 1st Sept.
SPHINX... 16th Sept.	ANDRE LEBON... 15th Sept.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transshipment on our mail steamers at Port-Said or Djibouti.

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From DUNKIRK Hamburg, Rotterdam, (Antwerp):

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Cie. des MESSAGERIES MARITIMES.

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SHIP REPAIRERS,

BOILER MAKERS,

FORGE MASTERS,

OXY-ACETYLENE AND

ELECTRIC WELDERS,

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.
Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of SM(H.W.O.S.T.) 34 ft. 6 ins.

Tel. Address:—"TAIKOODOCK" Hongkong.

Telephone No. 30211.

Call Flag: "C" over "ANS. PENNANT."

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S.S. "CITY OF SH NGHAI" London, Rotterdam, Hamburg & Nordenham 9th June

S.S. "CITY OF CORINTH" London, Rotterdam & Hamburg 9th July

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE.

S.S. "CITY OF BOMBAY" 10th July

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M.V. "OAKBANK" 8th July

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE.

S.S. "TINHOW" August

Loading for Mauritius, Durban, Reunion, Delagoa Bay, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Monbassa, Kilindini, Port Nolloth, Luderz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

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N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$88 to \$120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Tenyo Maru Thursday, 12th June.
Tatsuta Maru Thursday, 19th June.

SEATTLE, VICTORIA via Shanghai & Japan Ports
Mishima Maru Friday, 20th June.
Siberia Maru Saturday, 5th July.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Fushimi Maru Saturday, 14th June.
Hksozaki Maru Saturday, 28th June.

SYDNEY & MELBOURNE via Manila & Ports.
Tango Maru Tuesday, 24th June.

MANILA
Tenyo Maru Friday, 6th June

BOMBAY via Singapore, Penang & Colombo.
Sado Maru Wednesday, 11th June.
Tottori Maru Friday, 27th June.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Anyo Maru Sunday, 1st June.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
Wakasa Maru Thursday, 5th June

NEW YORK, BOSTON via Panama.
Tatsuno Maru Wednesday, 25th June.

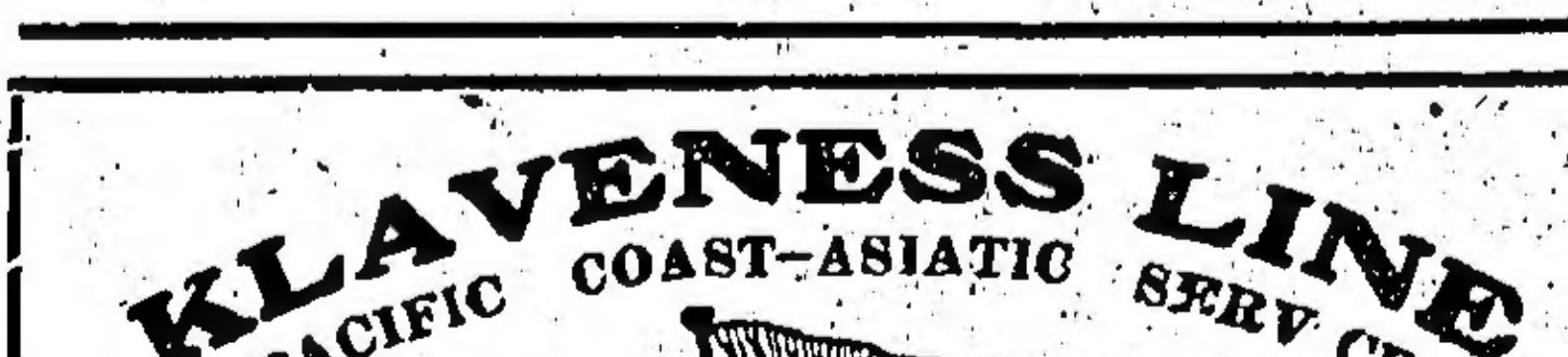
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Dakar Maru Monday, 9th June

CALCUTTA via Singapore, Penang & Rangoon.
Hakodate Maru Sunday, 8th June.
Malacca Maru Sunday, 15th June

SHANGHAI, KOBE & YOKOHAMA.
Kitano Maru Tuesday, 10th June
Toyoashi Maru Tuesday, 10th June
Cargo only

Reduced 1st class Excursion Rates quoted between Manila and Australia.

For further information apply to:— **NIPPON YUSEN KAISHA.**
Telephone 30291. (private exchanges to all Depts.



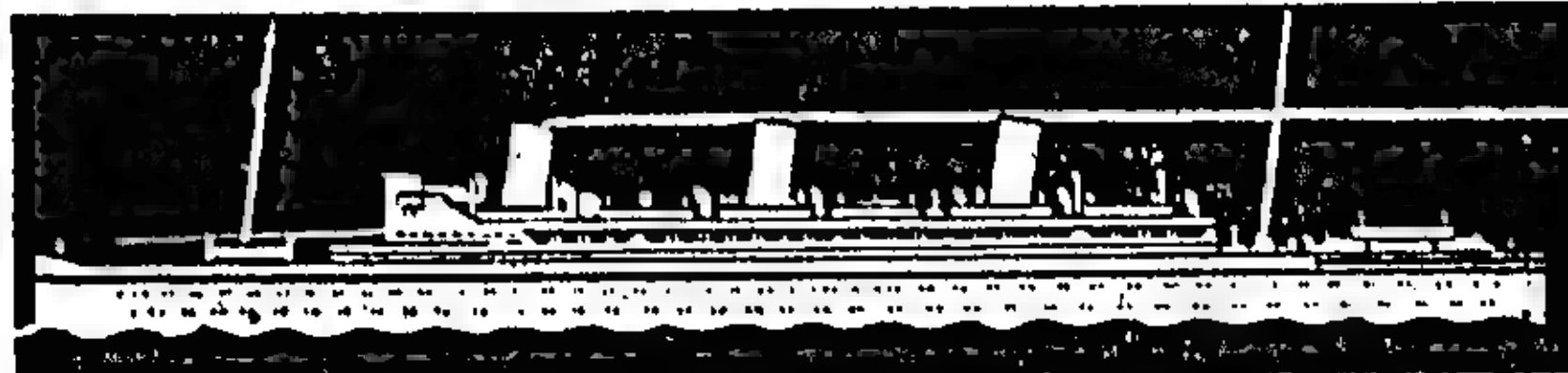
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REGULAR TRANS-PACIFIC SERVICE.
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SHANGHAI, LOS ANGELES HARBOUR, SAN FRANCISCO, PORTLAND, ORE., VANCOUVER, B.C., SEATTLE and TACOMA.
M.S. "BONNEVILLE" Sailing 12th June
M.S. "CORNEVILLE" Sailing 14th July

Also issuing through Bills of Lading to Gulf and Atlantic ports, with transshipment at San Francisco to Luckenbach Line.

SOUTH BOUND.
M.S. "CORNEVILLE" due H'kong 6th sailing 7th June
M.S. "BRONXVILLE" due H'kong 20th sailing 21st June

Acceptin. cargo for Manila, Java ports and Singapore.
For Freight rates and all other information please apply to—
THORESEN & CO., LTD.
Queen's Buildings. Agents. Tel. 30237.



S.S. EMPRESS OF RUSSIA

will sail

6.00 A.M.

WEDNESDAY, JUNE 4th

for

SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA, VICTORIA,
VANCOUVER.Passengers should embark the
previous evening.

Next sailings to Pacific Coast.

EMPRESS OF ASIA JUNE 25TH.
EMPRESS OF CANADA JULY 10TH
EMPRESS OF RUSSIA JULY 23RD

HONG KONG to MANILA

EMPRESS OF ASIA JULY 17TH.
EMPRESS OF CANADA JULY 2ND.The new S.S. EMPRESS OF JAPAN will sail from
Hong Kong to the Pacific Coast August 7th.
Newest, Largest and Fastest ship on the Pacific.CANADIAN PACIFIC
WORLD'S GREATEST TRAVEL SYSTEMTHE SWEDISH EAST ASIATIC
COMPANY, LIMITED.SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good, passenger accommodation).

Loading Direct For

ANTWERP, ROTTERDAM OR AMSTERDAM, HAMBURG
AND SCANDINAVIA.Sailing about
S.S. "JAPAN" 5th June.
M.V. "NAGARA" 29th June.
SHANGHAI, JAPAN PORTS AND VLADIVOSTOK

Passenger Rates Hongkong to Europe £60.

For further particulars, apply to the Agents:—

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GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER" 23rd June.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.Motor Vessel "GLENAMOY" 18th June.
Steamship "GLENSHANE" 23rd June.
Motor Vessel "GLENNAP" 4th July.
Motor Vessel "GLENGARRY" 18th July.
Motor Vessel "GLENSHIEL" 1st Aug.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.FUGITIVES BEFORE
THE COURT.DISORDERS IN KWANGTUNG
VILLAGES.Mr. Hin-shing Lo (instructed by
Mr. Horace Lo), appearing for
three Chinese from Namhoi district
who are "wanted" on a charge of
slaying a fellow-villager, indicated
the case for the defence at the re-
sumed extradition proceedings be-
fore Mr. Lindsell at the Central
Police Court, yesterday afternoon.Cross-examining a witness, as to
his interest in the case, Counsel
asked if he had ever served under
a military commander in charge
of the Fatsan garrison to which
the man replied in the negative.
He recalled that on one occasion he
had acted as a guide to a detach-
ment of troops sent by the District
Magistrate to quell lawlessness in
the village, but that was only after
official mandate.He further denied that he was
deeply in debt, or that to oblige
creditors, or to secure what profit
or benefit he could derive, he had
allowed himself to be persuaded
by creditors to give evidence
against the three men in the dock.
He admitted as a fact that, two
years ago, a feud was carried out
by the Tams of his village with
the Fungs of a neighbouring
village, but he professed ignorance
of the fact that a sum of \$6,000
was raised by the Tams to finance
this war. Neither was he aware
that, to pay off this loan, which
was one given by the Changs of
another village, a number of theleaders had found it necessary to
make a substantial levy on crops
of the farmers and landed gentry.Mr. Lo: The money raised by
the loan was misappropriated by
the deceased man?Mr. Lindsell: That is quite a
new line, Mr. Lo.Mr. Lo explained that this was
only for the suggestion already
made that the deceased had mis-
appropriated ancestral worship
funds of the clan.Witness in reply to a question by
counsel, denied all knowledge of
such monies having been raised as
an issue between the deceased and
the other parties.The hearing was again adjourn-
ed.

Alleged Murder.

Extradition proceedings for the
return to the Canton authorities
of Wong Yuen-yau, charged with
murder and kidnapping, were con-
cluded earlier in the day before
Mr. Lindsell.The fugitive is alleged to have
been concerned in the forcible
abduction, five years ago, of four
people from Tin Hang Village,
Toishan district, and with the
brutal murder of one of these cap-
tives, an aged peasant, who was
shot down when unable to get along
as quickly as the bandits would de-
sire.After a lengthy hearing, occupy-
ing many sessions, a prima facie
case has now been found against
the accused man on the evidence
submitted by a number of wit-
nesses from his native village. He
is committed to prison to await an
order from the Governor for his
surrender to the Chinese authori-
ties.LIQUIDATION OF LOCAL
COMPANY.MEETING TO DECIDE MATTER
OF CLAIMS.An extraordinary general meet-
ing of the Hongkong Development,
Building and Savings Society, Ltd.,
(in liquidation) was held in the
offices of Messrs. Percy Smith, Seth
and Fleming, yesterday, to con-
sider the adoption or rejection of
four resolutions, made necessary by
the liquidation of the Company.Three of the resolutions were not
seconded, and were therefore not
put to the meeting, but the fourth
was carried.Mr. J. H. Seth presided, and
there were present Mr. C. H. Basto,
Mr. J. T. Basto (shareholders) and
Mr. Leo d'Almada, sen., (represent-
ing Mr. C. H. Basto).The Chairman, after reading the
notice convening the meeting,
which had been adjourned from the
previous Friday through lack of a
quorum, then addressed it in the
following terms:—Gentlemen,—
You will recollect that at the
meeting convened for the 25th
October last and adjourned to the
29th November, the Liquidators
were requested to consider the ad-
visability of taking proceedings
against the late directors and were
asked to consult Mr. Leo d'Almada
Castro with this end in view.In accordance with these wishes
we instructed Mr. Leo d'Almada e
Castro to obtain the opinion of two
Counsel, Messrs. F. C. Jenkin and
H. G. Sheldon. This opinion was
received by the Liquidators on the
5th April last and as it did not hold
out much hope of succeeding in an
action the Liquidators decided to
take no further steps without lay-
ing the position before Contri-
butories.It was the intention to convene
a meeting at an early date to lay
the opinion before you, but in the
meantime certain of the Contri-
butories had made an application
to restrain the Liquidators from
proceeding with the making of a
second call and in order not to em-
barrass the parties concerned the
meeting was not convened until
that application had been disposed
of.In order not to unduly protract
this meeting I do not propose to
read out Counsel's opinion but it
is open to inspection. If, however,
it is the desire of this meeting that
the opinion should be read out I
will do so.The second resolution on the
Agenda is to sanction a compromise
with Messrs. Soo Pei Shao & Co.,
who have requested the Liquidators
to place their offer before you,
and to comply with their request
I will formally move the resolution
later.The third resolution has been
placed on the Agenda on account of
the difficulty in obtaining a quorum
for extraordinary resolutions.Certain of the debtors who were
unable, until recently, to repay
their loans, may now be able to
make offers through the assistance
of friends if they were satisfied
that the offers would be treated
confidentially, but I should like to
add that the Liquidators would
rather not have the sole responsi-
bility of deciding whether to ac-
cept, or reject offers.The fourth resolution will, I hope,
be passed unanimously as the
amount involved is not very large
and although the articles comprised
in the request are valued for
Probate at \$4,307, I have every
reason to believe that in the event
of a sale, the amount available willnot be anything like that figure,
and this Company will get only
about 1/10th of the sum. The
bequests are in the nature of per-
sonal articles, such as family silver,
guns, and fishing tackle and were
no doubt, left by the late Dr. Allan
more in the nature of mementoes
for his friends. I may add that
Dr. Allan's estate has paid up the
1st and 2nd calls in full, amount-
ing to \$20,000.I will now formally propose the
first resolution and after it has been
seconded, I shall be pleased to
answer any questions to the best of
my ability.The Chairman then proposed the
following four resolutions separate-
ly, but the first three were not
seconded and therefore were not
put to the meeting.The fourth was seconded by Mr.
C. H. Basto and carried unanimously.The resolutions took the follow-
ing form:—(1)—That having in
view the opinion of two counsel,
dated March 31, 1930, no action be
taken by the Liquidators against the
late Directors of the company for an
indefinite period.(2)—That sanction be given for
the Liquidators to accept a com-
promise offered by Soo Pei-shao
and Company, of \$6,000 in full
settlement of their debt of \$88,372.(3)—That sanction be given for
the Liquidators to accept such com-
promises from any of the debtors
on such terms as the Liquidators
consider advantageous.(4)—That sanction be given for
the Liquidators to waive all Claims
to any Specific Legacies bequeath-
ed by the late Dr. J. C. Dalmahoy
Allan, which, for purposes of Pro-
bate, were valued at \$4,307.00.Mr. Leo d'Almada, sen., repre-
senting Mr. Basto, said:—Before
you close this meeting I should like
to thank you for granting me theprivilege of attending the meeting.
In fact I am not a shareholder, nor
am I acting for anybody except my
friend Mr. Basto, who is here pre-
sent and to whom you have paid the
full calls up to the present time,
but as you are fully aware I have
been representing many contri-
butories who have actually been
keenly connected with the activities
of the Company from its inception,
and with the view of alleviating
the necessity of further publishing
correspondence in the public press,
I would like to remove from the
mind of the public the fact stated
by you in your speech that the con-
tributories applied for an order to
restrain you from making these
second calls. Now that is not the
case at all. No application to the
Court to restrain you from making
these calls was made at all.The Chairman:—I did not say
"application was made to restrain
the Liquidators from making the
calls", but, "from proceeding to
make the calls."Mr. d'Almada:—May I see it.
You say that an application was
made to the Court to restrain you
altogether from proceeding to make
the calls. That is not so. The ap-
plication made to the Court was to
ask you to suspend operations of
call, pending the application made
to the Court that certain proceed-
ings be commenced by you against
numerous debtors of the Company
for the amount of some \$575,000.The Chairman:—Perhaps I
should have used the word sus-
pense. I am quite willing to change
that from the words I have got. I
am very sorry. I have probably
used the wrong word.Mr. d'Almada:—I am very much
obliged.The Chairman then altered the
paragraph in his speech, in which

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.

And
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's Vessel,

"HECTOR"

From UNITED KINGDOM via

SINGAPORE.

are hereby notified that their cargo
will be discharged into Holt's Wharf
Kowloon, where it will lie at Con-
signees' risk and subject to terms and
conditions of storage at Holt's Wharf.
The Cargo will be ready for delivery
from Godown on and after 30th May.Optional cargo will not be landed
here, unless notice has been given
prior to steamer's arrival but carried
on from port to port to the final port
of call to which the optional extends.
All broken, chafed, and damaged
goods are to be left in the Godowns,
where they will be examined on any
Tuesdays and Fridays between the
hours of 10.45 a.m. and noon within
the free storage period.No claims will be admitted after the
Goods have left the steamer's Godown,
and all Goods remaining undelivered
after the 5th June, will be subject to
rent.All Claims against the Steamer
must be presented to the undersigned
on or before the 19th June, or they
will not be recognised.No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

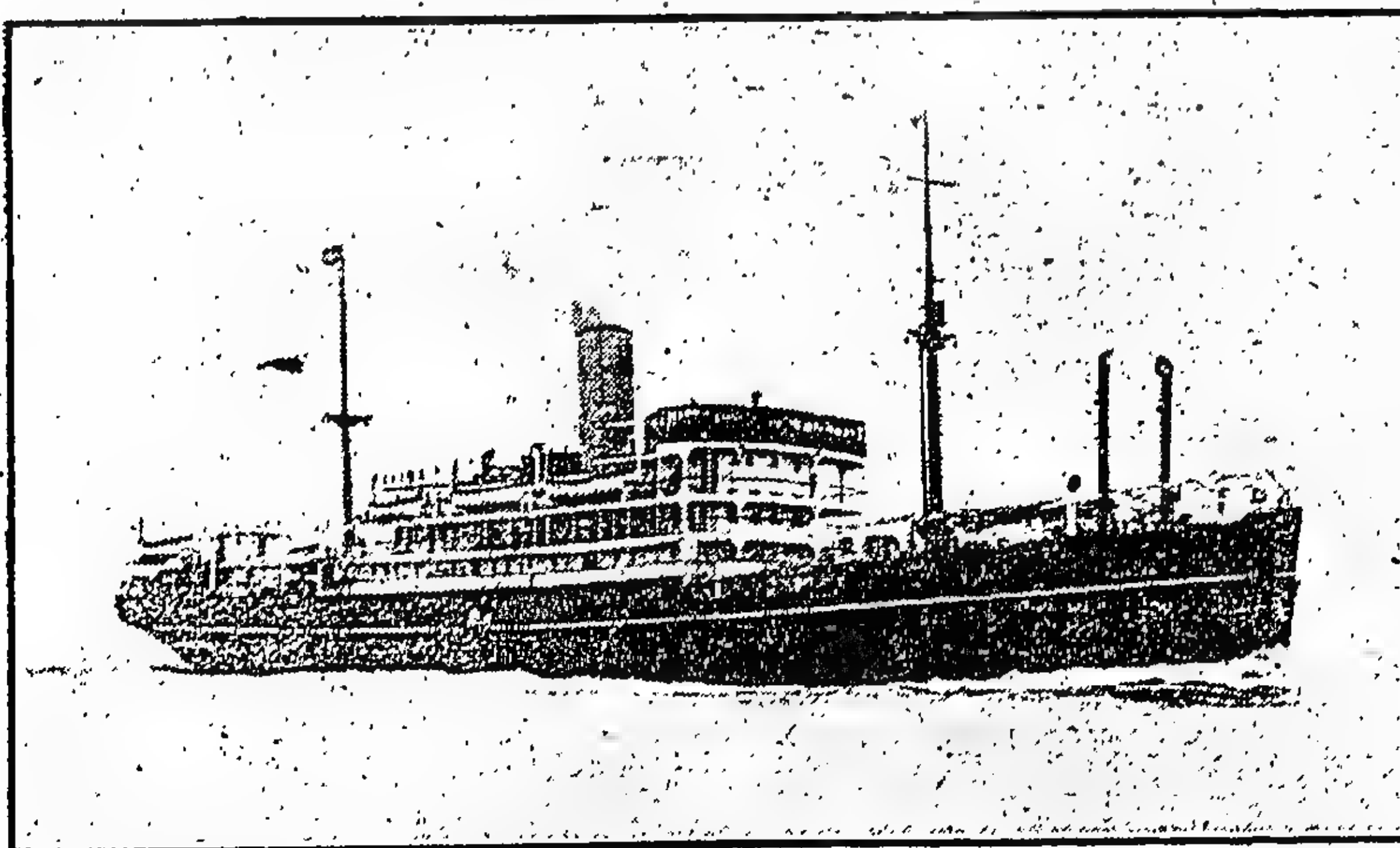
Hongkong, 30th May, 1930.

LOCAL RADIO.

GOOD WEEK-END
PROGRAMME.To-day's wireless programme,
broadcast by Z.B.W. on 355 metres:—
11.00-11.30 a.m. Commercial news.
11.30-12.30 a.m. Chinese pro-
gramme.12.30-1.15 p.m. Programme of H.
M. V. records by courtesy of Messrs.
Moutrie and Company.1.15-1.45 p.m. Organ Recital re-
layed from Union Church, Mr. G.
Longyear.1.45-2.00 p.m. Recorded programme
continued.7.00-9.00 p.m. Programme of H.
M. V. records by courtesy of Messrs.
Moutrie and Co.9.00-11.30 p.m. Programme of
Dance Music: Victor records.SUNDAYS' PROGRAMME.
11.00 a.m. Church Service relayed
from Union Church.12.15 p.m. (Approx.) Chinese pro-
gramme.1.00 p.m. Close down.
9.00 p.m. March Militaire (Schu-
bert).Arthur Meale, Organ
Andantino (Lemere).9.10 p.m. Patience-Selection.
(Sullivan).9.20 p.m. Relay from Queen's
Theatre of The Talking Picture
"Putting on the Ritz."he referred to certain of the Contri-
butories making an application to
restrain the Liquidators from pro-
ceeding to make the second call, to
the following words:—"It was the
intention to convene a meeting at
an early date to lay the opinion be-
fore you, but in the meantime cer-
tain of the Contributories had
made an application asking the
Court to direct the Liquidators to
suspend the operations of any order
which the Court might make re-
garding the second call, and to
direct the Liquidators to commence
to take lawful proceedings against
debtors to the Company to the
amount of \$575,000."The Chairman said he was very
glad to accept the correction.There was no further business,
and the meeting closed.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

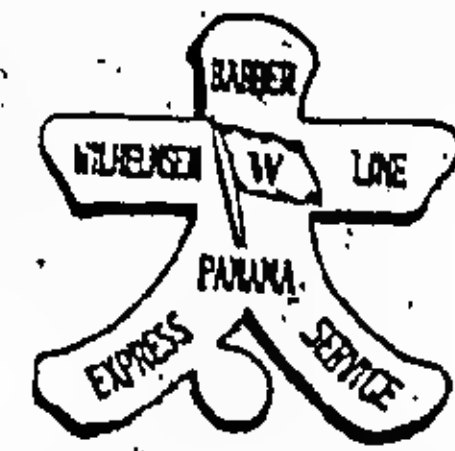
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Iron, Steel and Brass Founders, Forge Masters, Electricians.

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Hongkong Service.

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R. M. DYER, B. Sc., M.L.N.A Kowloon Dock, Hongkong.

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well up their expectations, and at a cost most
reasonable.

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Australasia, including New Zealand & Queensland Ports,
Red Sea Egypt, Constantinople, Greece, Levantine Ports,
Europe Etc.PENINSULAR & ORIENTAL FORTHRIGHTLY DIRECT ROYAL
MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong- kong (about)	Destination.
KHIVA	9,135	7th June.	Marseilles, London, Hull, Rotterdam & Antwerp
*ALIPPORE	5,273	18th June.	Straits, Colombo & B'bay
RANPURA	16,601	21st June.	Bombay, M'les & L'don
*LAHORE	5,304	28th June.	M'les, L'don, Hull, H'bg, R'dm & A'werp
KARMALA	9,128	5th July.	Marseilles, L'don, Hull, R'dm & A'werp

*Cargo only. *Calls Karachi.

Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Pyrus, Smyrna and other Levant by Steamers of the
Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	6th June.	S'pore, Penang & Calcutta
TAKADA	9,949	21st June.	S'pore, Penang & Calcutta
TALMA	10,000	25th June.	S'pore, Penang & Calcutta
SHIRALA	7,841	2nd July.	S'pore, Penang & Calcutta

*Calls Rangoon

B. I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*PANDA	6,955	6 June, 4 p.m.	Manus, Sandakan, Thurs,
ST. ALBANS	4,500	4th July.	Island, Townsville, B'bane
NELLORE	6,853	3rd Aug.	Sydney and Melbourne.

*Calls Port Holland & Zamboanga.

Regular Monthly Sailings from Hongkong to Japan and Hongkong
to Australia.The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, H'fong,
Cebu, Kulambagan, Tawao, Timor, Darwin, or other ports en route as
inducement offers.Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. French Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*JEYPORE	5,318	2 June, D'light.	S'hai, Moji, Kobe & Yok
KARMALA	9,128	6th June.	S'hai, Moji, Kobe & Yok
TALMA	10,000	7th June.	Azoy, Moji, Kobe & Osaka
ST. ALBANS	4,500	10th June.	Moji, Kobe, Osaka & Yok

*Cargo only.

All dates are approximate and subject to alteration without notice.

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LANCASHIRE WIN AT NELSON.

(Continued from Page 1.)

Duleep Singh gave a bright batting display when Sussex went in again, contributing 147 of the total of 280. This figure had been reached for the loss of only six wickets and the innings was declared closed. Cambridge improved considerably in their second innings, but the improvement came too late. In the second visit to the wickets they made 242, Grant scoring just a hundred. Tate took five wickets for 53 runs.

Worcester v. Northants.

Worcestershire won on the first innings against Northants at Worcester. Northants made 259 in the first innings. Worcester replied with 272. Gibbons just missed his century here, making 99 before his wicket was taken. In the second innings Northants declared at 234 for 4. Worcester-shire went in again and made seven for the loss of one wicket when the match ended.

Middlesex v. Hampshire.

Middlesex won on the first innings against Hampshire at Lord's. Hendren was the backbone of the Middlesex batting in the first innings. Of the total of 236 he scored 122. Hampshire failed to equal the score, being six runs behind on the first innings. Going in again, Middlesex declared at 304 for 6. Hampshire made 121 for five before the game ended.

Surrey v. Gloucester.

Surrey won on the first innings against Gloucestershire at the Oval. Gloucester compiled the comparatively poor total of 150 in the first innings. Surrey made 44 more than this. Hammond found his batting form, however, when Gloucester went in again. He was beaten when he needed another run for his double century. Gloucestershire's total in this innings was 365.

Surrey made 149 for seven in the second innings.

Essex v. Yorkshire.

Essex won on the first innings against Yorkshire at Dewsbury. Yorkshire declared at 365 for nine wickets in the first innings. Leyland having scored 93 before his wicket was taken. Essex replied with 379, Russell making 132. In Yorkshire second innings the run getting was left to Sutcliffe who scored 180 out of the total of 225 for the loss of three wickets.

To-day's Matches.

The following matches are starting to-day:

Lord's.—England v. the Rest. (Test Trial).
Leyton.—Essex v. Surrey.
Burton.—Derbyshire v. Middlesex.

Tunbridge Wells.—Kent v. Worcester.
Birmingham.—Warwick v. Gloucester.

Manchester.—Lancashire v. Northants.

Hull.—Yorkshire v. Leicester.
Kettering.—Northants v. Sussex.
Southampton.—Hampshire v. Australian.

GEN. CHAN CHAI-TONG.

PROMOTED TO IMPORTANT COMMAND.

Canton, May 30. General Chan Chai-tong, Commander-in-Chief of the 8th Route Army, Cantonese forces, has been promoted by order of the Nationalist Government at Nanking, to be Commander-in-Chief of Land, Air and Naval Forces in the four provinces of Kwangtung, Kwangsi, Hunan and Kiangsi.

This means that General Chan Chai-tong is virtually in Command of all forces in the South-East Provinces of China. The demonstration of such faith by the Nationalist authorities in General Chan Chai-tong should dispel once and for all the many rumours which have been circulating here during the past year regarding the doubted loyalty of General Chan Chai-tong to the Nationalist cause.

It is expected that General Chan Chai-tong will formally assume his new office on June 1st.—Our Own Correspondent.

SCHOOL LEAVING AGE.

FINANCIAL RESOLUTION PASSED.

London, May 30. The House of Commons, by 225 votes to 109, passed the financial resolution in connexion with the Bill raising the school leaving age from fourteen to fifteen.

The President of the Board of Education said the cost of raising the age was estimated at £2,500,000, of which 84 per cent. would fall on the Exchequer and the remainder on local authorities.

The proposed maintenance allowances for the children of poor parents would cost £3,000,000.—Reuter.

STRAITS CHINESE ACCUSED.

EXTRADITION FORMALITIES WAIVED.

DEFALCATION ISSUE.

Au Yeung Tim, a Cantonese from Singapore, who was arrested in the Colony and charged with being a fugitive from justice, waived the formality of extradition proceedings and elected to return to the Straits Settlements under police escort, when brought before Mr. Lindsell at the Central Police Court this morning.

The fugitive is charged with the embezzlement of a sum of over \$3,000 belonging to the Chu Kwong Lau firm, of No. 30, Market Street, Singapore, the alleged defalcations extending over a period between June of last year and February of this year.

Chief Detective Inspector Reynolds, in charge of the case, informed the Magistrate of the decision arrived at by the fugitive.

This was confirmed by the prisoner, after he had been told by the Court that, in any event, he would not be tried here if a case were made out on the evidence to be produced.

He was accordingly discharged from the jurisdiction of the Court.

HIGH SCORING.



W. R. Hammond, the Gloucester batsman, who made 199 in the match against Surrey at the Oval.

LATEST BETTING ON THE DERBY.

CALL-OVER AT THE VICTORIA CLUB.

London, May 30.

The Victoria Club call-over on the Derby to-day was as follows: Diolite.—Three to one taken and offered.

Ruston Pasha.—Six to one offered, thirteen to two taken.

Silver Flare.—Hundred to eight offered.

Treves.—Hundred to eight offered, hundred to seven taken.

Ballyferrie.—Hundred to seven offered.

Noble Star.—Hundred to six offered, twenty to one taken.

Caerleon.—Twenty to one taken and offered.

Hiad.—Twenty to one taken and offered.

Blenheim.—Twenty to one offered.

Scout Second.—Twenty-five to one offered.

Parthenon.—Twenty-eight to one offered.—Reuter.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission shows in English feet the water levels on the West River, North River and East River, on the dates named:

May 29.	May 30.
Shiuhing	20.4
Tsingyuen	11.4
Samshui	15.9
Shoklung	6.1
Shoklung	3.9

The highest levels on record are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shoklung, 15.5 feet.

The lowest level on record at Samshui is—5 feet and at Shoklung—2.7 feet.

LEAGUE TENNIS.

IMPORTANT SENIOR MATCH POSTPONED.

Just prior to going to press, we have been informed that, owing to unforeseen circumstances, the "A" Division League tennis match between the Indian R.C. and the Chinese Recreation Club, has been postponed, and the fixture, which is regarded as one of the most important in view of the relative positions in the League of the two clubs concerned, will have to be rearranged.

HANKOW SCARE REVIVED.

(Continued from Page 1.)

where the Shansi rebels advanced and attacked the Nationalists at night to avoid the heavy artillery and aeroplanes of the Nanking Army. Nanking messages claim that the rebels are on the retreat.

Amoy Outrage Sequel.

In connexion with the sensational attack on Mr. Hsu Cheuk-yin, a prominent Nanking official and Commissioner of the Fukien Provincial Government, on Wednesday at Amoy, by unknown assailants, it is reported that Mr. Hsu has passed away following an operation for the removal of the bullets.

No arrests have been effected so far, despite the strenuous investigations by the Police.

Big Changteh Fire.

Causing damage to the extent of \$1,000,000 a big fire broke out at Changteh, a flourishing city in northern Hunan near the Hupeh frontier, on Sunday evening and destroyed over five hundred Chinese business houses and residences.

Thousand of poor people have been rendered homeless as a result of the blaze.

Officials Dismissed.

The Nanking Executive Council announced the dismissal yesterday of Messrs. Chu Shao-yang and Tsai Yung-hsiang two prominent Manchurian Government officials, on the ground that they were unable to effect a compromise with the Soviet Government last year during the Sino-Soviet entanglements.

These officials were entrusted with the task of negotiating with the Soviet officials.

ROWING AROUND HONGKONG.

FEAT OF 26 YEARS AGO RECALLED.

Canton, May 30.

The report in a Hongkong paper regarding the encircling of the island of Hongkong by a crew from the Victoria Recreation Club in one of the Club's four-oar boats in incorrect in one essential detail. Whilst the crew which successfully accomplished this very difficult feat is to be congratulated on its courage and enterprise, it is incorrect to say that it is the first time the island has been encircled by a crew in a four oar.

In 1904 the following crew from the Hongkong Yacht Club (now the Royal Hongkong Yacht Club) successfully rowed round the island in a four-oar boat:—Bow, Toelke; No. 2, Berner; No. 3, Konig; Stroke, W. O. Kohler; Cox, Siebs.

Mr. W. O. Kohler, who stroked this crew around Hongkong, was Captain of Rowing of the Canton Rowing Club last season. In 1904 when the feat was accomplished for the first time, the actual rowing time was only six hours, against the actual rowing time of seven hours on the recent occasion by the crew from the Victoria Recreation Club. In 1904 the crew only left the boat once when in the vicinity of Lyemooon it became necessary to bail out.—Our Own Correspondent.

SHAMEEN HOLIDAYS.

HOW KING'S BIRTHDAY WILL BE OBSERVED.

Shameen, May 30.

Both Monday and Tuesday, the 2nd and 3rd June, will be observed as Bank Holiday here. The former will be a general Chinese Holiday on the occasion of the Dragon Boat Festival, though actually this year the Festival falls on the Sunday, the 5th Day of the 5th Moon of the old Chinese calendar.

Tuesday is the King's Birthday and the following programme has been planned by the special Committee elected by the British community of Canton for the occasion:

10 a.m. Divine Service at Christ Church, Shameen.

10.45 a.m. Parade of His Majesty's Naval Forces and the Shameen Municipal Police in the compound of H. B. M. Consulate-General. Mr. Herbert Phillips C.M.G., O.B.E., H.B.M. Consul-General, will take the salute.

11 a.m. to Noon—His Majesty's Consul-General will be "At Home" to all British subjects, his foreign friends and their ladies.

12.30 p.m. to 2 p.m.—The British community will receive their foreign friends in the lounge of the Canton Club.

9.30 p.m.—A light dramatic entertainment will be presented in the Canton Club Theatre.—Our Own Correspondent.

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At 2.30, 5.10, 7.15 & 9.20

"TIDE OF EMPIRE"

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RENEE
ADOREE
GEORGE
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At 5.15 & 9.20

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The Girl on the Barge with a Cargo of
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GIRL

ON THE

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At 2.30, 5.30 & 9.20

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FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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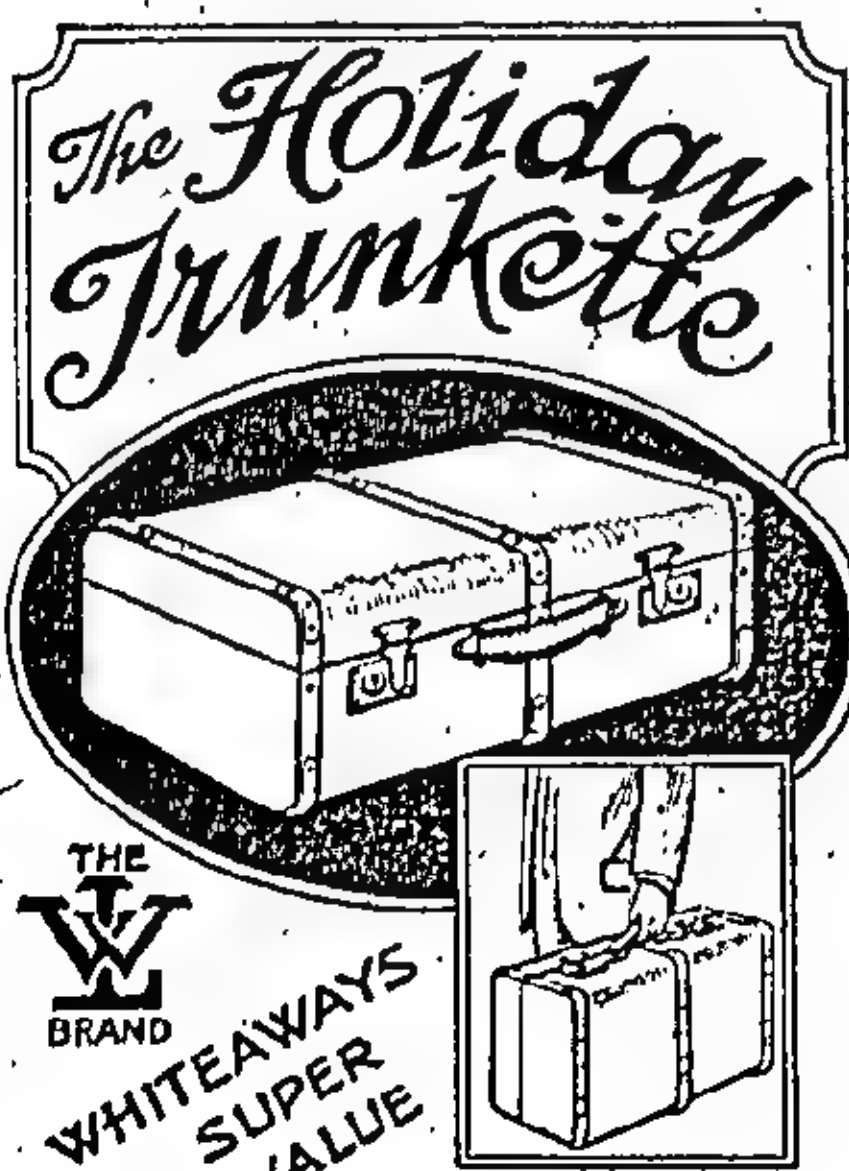
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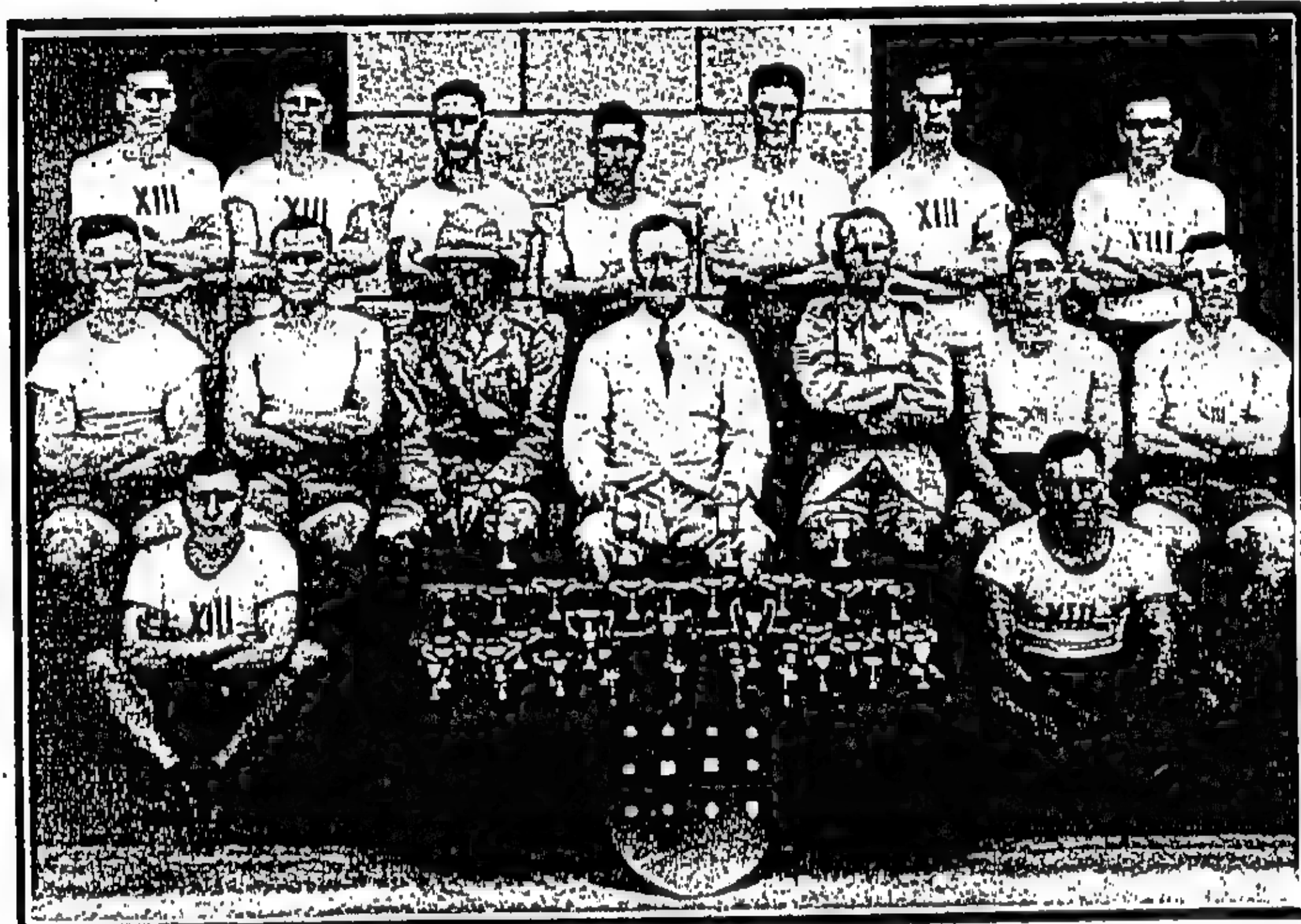
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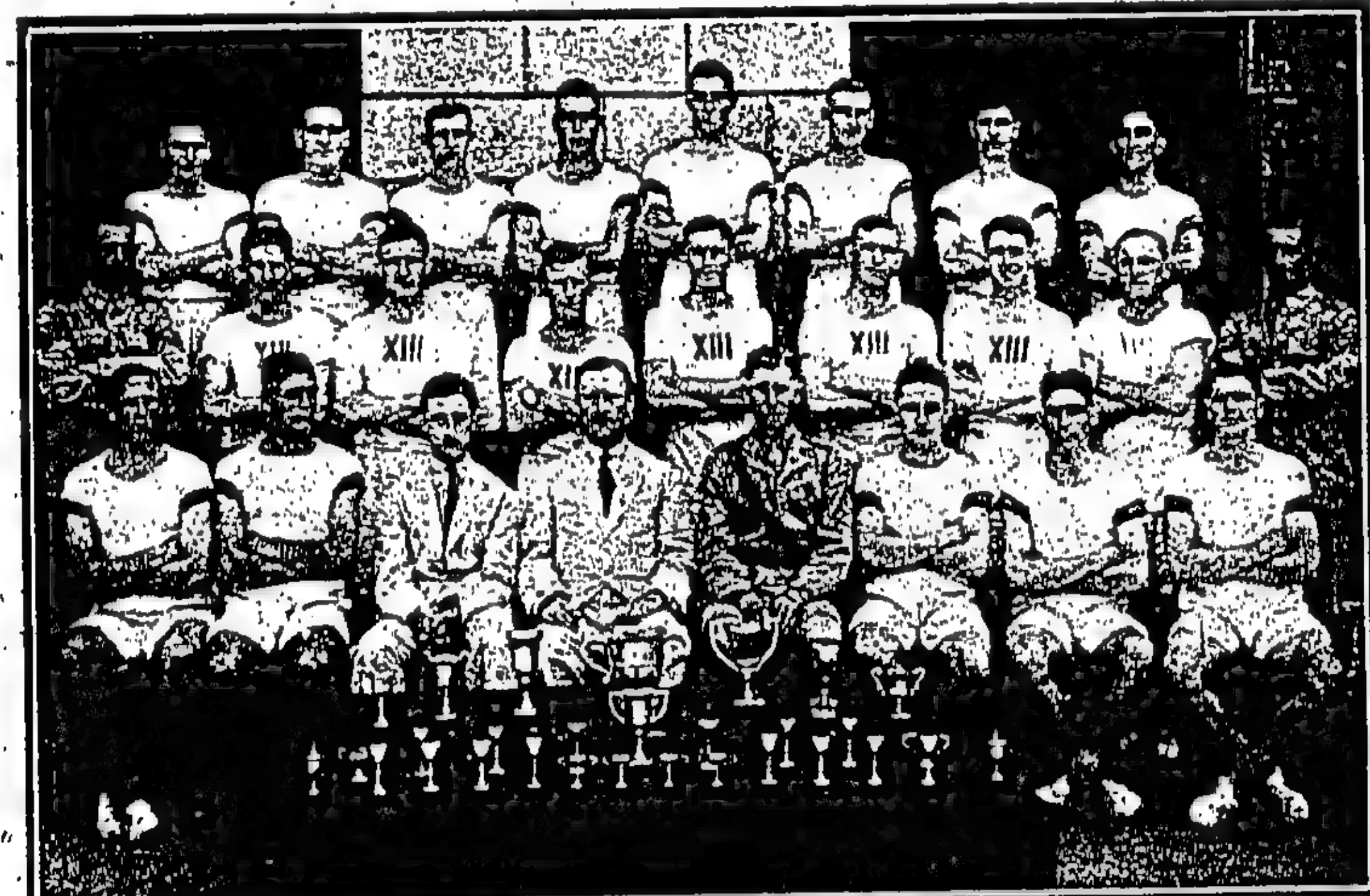
The football team of the 1st. Battalion Somerset Light Infantry which won the Senior Shield, defeating the Navy in the final. In centre is seen Col. Little, the Officer Commanding the Battalion, with Lieut. Platt on his right. (Photo: Mee Cheung).



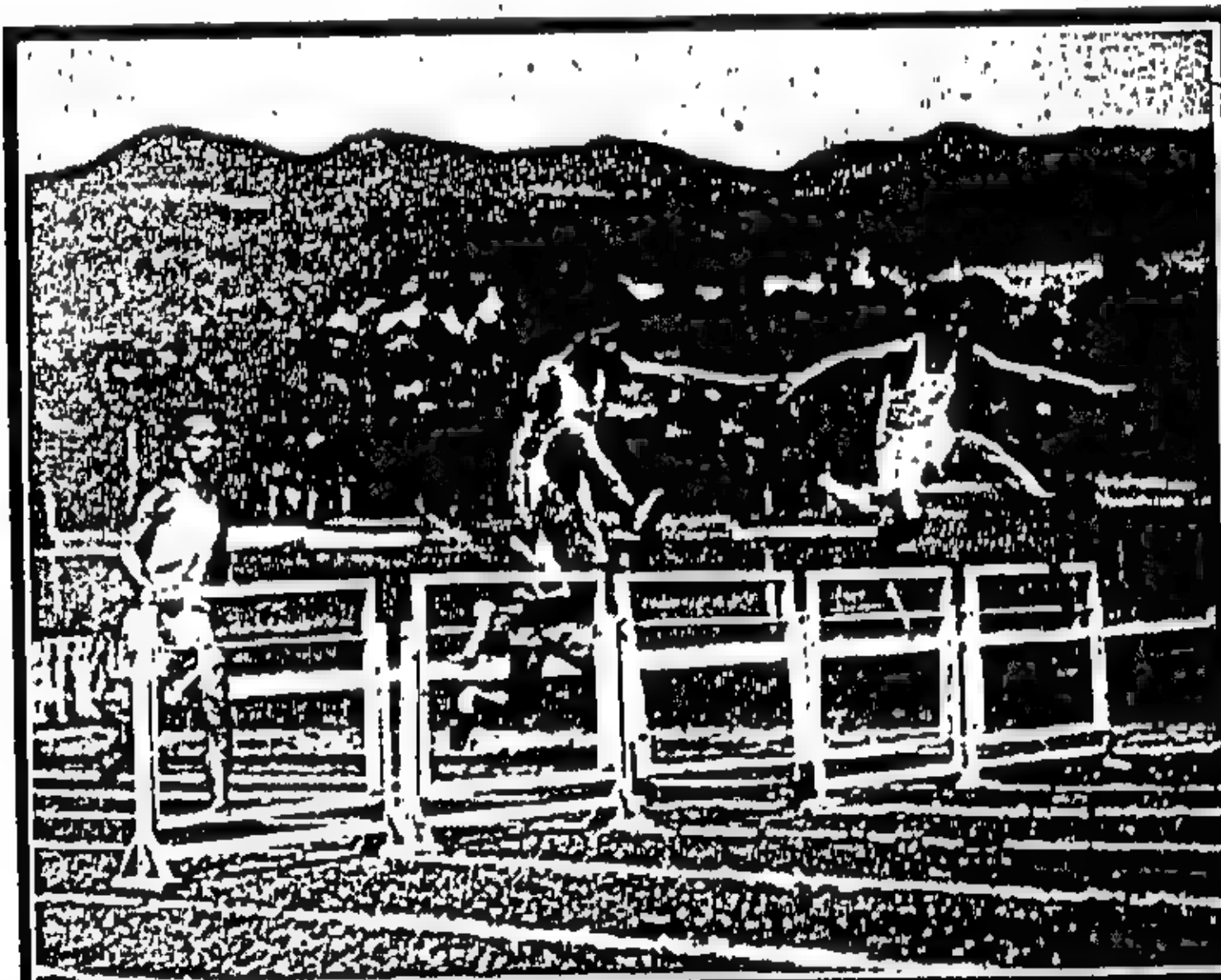
Mr. E. Ralphs is here seen distributing prizes at the annual athletic sports of the Wah Yan College, which were held on Thursday of last week. (Photo: Mee Cheung).



The boxing team of the 1st. Battalion Somerset Light Infantry, which tied with the K.O.S.B.'s in the Command Championships. (Photo: Mee Cheung).



This fine body of athletes is composed of men of the 1st. Battalion Somerset Light Infantry, which won second place in Command sports recently. (Photo: Mee Cheung).



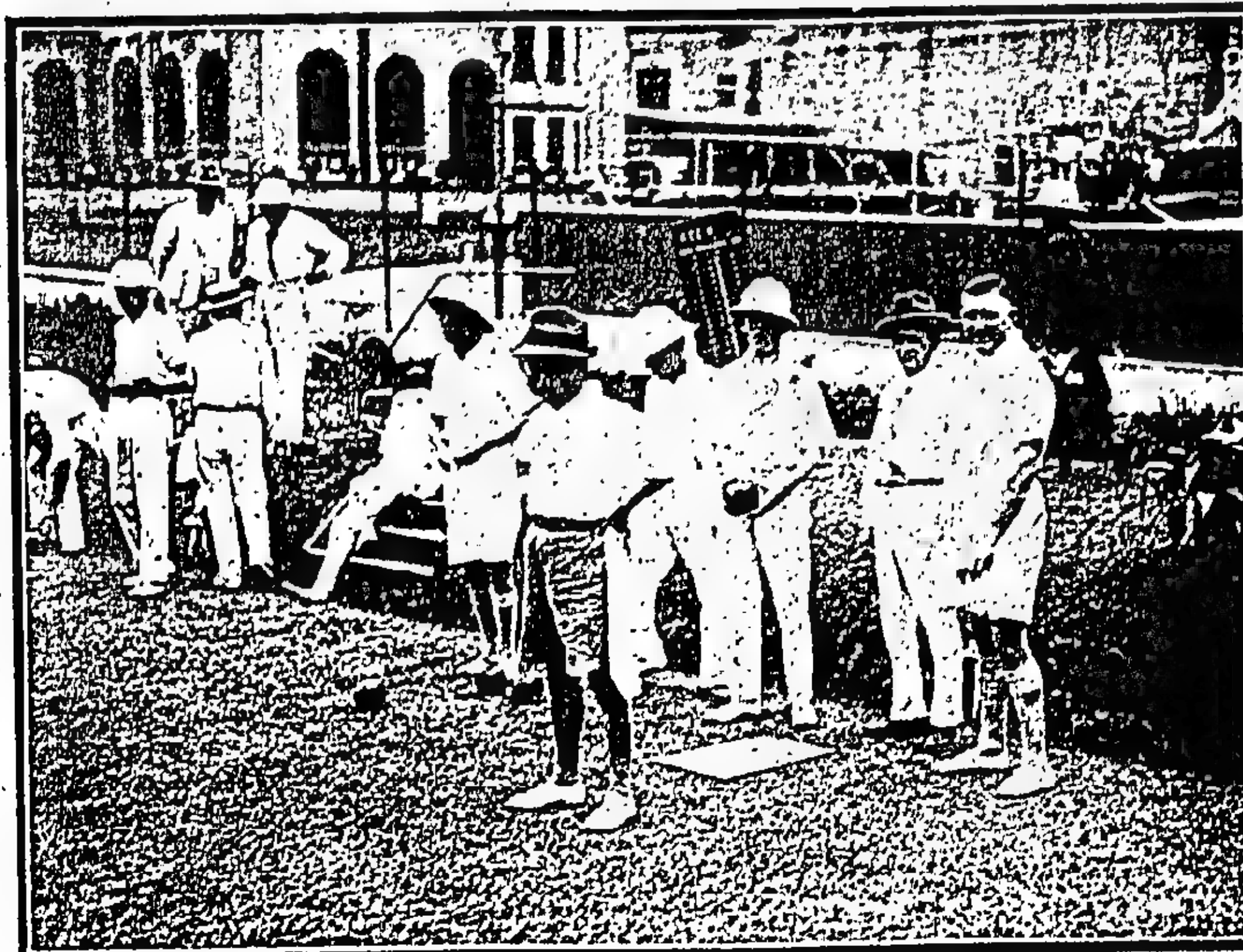
Over the hurdles. A good action picture taken at the Wah Yan College sports on Thursday of last week. (Photo: Mee Cheung).



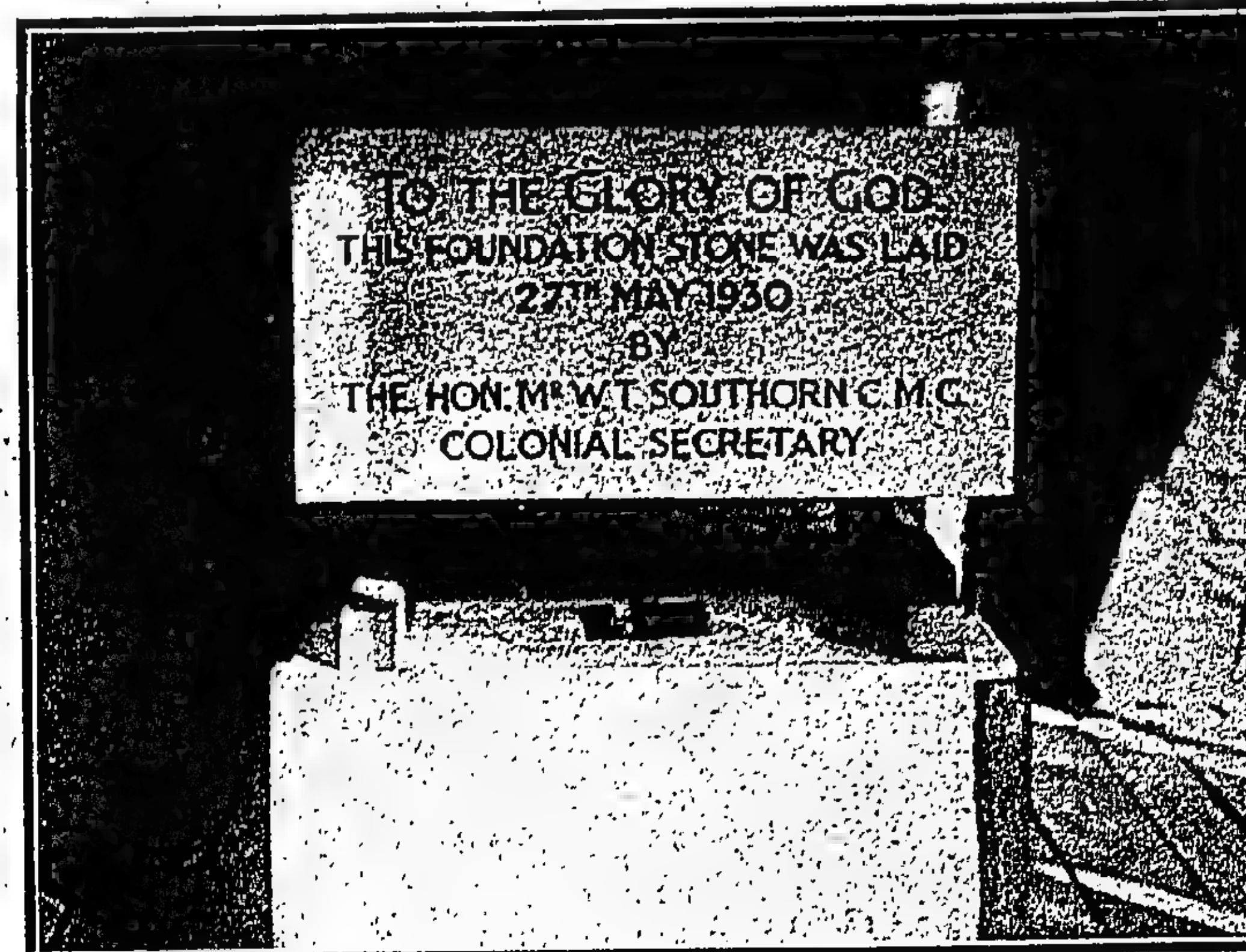
Lam Yiu, winner of the Senior Championship at the Wah Yan College sports, with trophies. (Photo: Mee Cheung).



The Hon. Mr. Southorn, Mrs. Southorn, Mr. Justice Wood and the Rev. J. Horace Johnston snapped at the site of the new Union Church, Kowloon, at Tuesday's stonelaying ceremony. (Photo: Mee Cheung).



Play in progress during the Second Division Lawn Bowls League match between K.C.C. and the Club de Recreio on the former's greens on Saturday. The visitors won by 66 shots to 47. (Photo: Mee Cheung).



Photograph shows the foundation-stone of the new Union Church at Kowloon which was laid by the Hon. Mr. W. T. Southorn, C.M.G., on Tuesday afternoon. At the ceremony, Mr. Southorn made a plea for Christian unity. (Photo: Mee Cheung).

Trim Togs For Travel

When you think it's high time
to get away from it all
and take a vacation, see
to it that you do so in
clothes that will catch
that Wonderful Man you
always meet on a journey

by Julia

PLAN your summer vacation early, by all means. But do remember that unless you patronize the right lines in your traveling togs, your trip just can't be 100 per cent satisfactory.

The reason everyone loves to travel is because it is such an escape from more or less routine jobs, more or less uninteresting neighbors, more or less cramped lives.

But what is the use of escaping unless you do it in a glamorous manner? There is romance in travel. Why not capture it? Dress the part. Be that other self you've longed to be. Garb yourself for those exciting adventures of which you dream, and Old Man Romance surely will not pass you by!

WHETHER exploring Greenland's icy mountains or lolling in deck chairs on the blue Mediterranean, why not look like a millionaires? You might just happen to attract that stunning young fellow who would see to it that from this summer on you really are one!

Whether you are aboard the deluxe limited headed for golden California or stopping at a filling station just out of Pittsburgh, why not look stylish? You might meet someone who would take you at your appearance and offer you a position that would let you capitalize this suppressed desire.

Last, and by no means least, whether you are rickshaging through Hongkong or taking off in an airplane from Germany for a trip over Soviet Russia, why not be beautiful this summer?

Beauty is only costume deep. Color, line, cut and the assurance that the right clothes give you will bring out latent loveliness, surprise you, and help captivate the One Man when you meet him a-traveling!

Just remember that chic is portable, whether you go by train, airplane, motor, boat or merely commute to work.

I. IF you are planning to look down on America this summer, or some foreign country, from the cabin of an airship, by all means dress up to your elevated position. One of the new fitted coats has the proper amount of modern swagger. It comes in lovely pastel lavender, French blue, rose pink or tawny beige or gray. The beige rose tweed is very flattering. It is double-breasted, with a nipped-in waistline and flare below and is fastened with big rose pearl buttons.

For a neckpiece an Ascot scarf is very fitting, perhaps one in pink, and a lovely woody rose that is almost brown. A lightweight straw hat with turned-up back and side brim of this same lovely rose brown has a cut suggestive of an aviator's helmet, with earflaps and everything, and fits so well it is quite ready to take off in the plane and stay on your head!

II. IF you are going west on a train trip, or are touring Europe by rail, an ensemble of a printed featherweight silk frock and woolen coat is more appropriate. A Marcel Rochas ensemble, which answers this purpose, is made with a navy blue and white checked silk gingham frock, belted at high waistline, with short sleeves, and a navy blue novelty non-crush wool coat, trimmed with fringe and lined with the frock's silk. It has a youthful, jaunty cape collar and a blue and white corded belt.

III. THEN when those warm days come in the Mediterranean or just off Japan, if you are cruising, you should have a featherweight silk suit. Just the costume to go ashore in for a day. A cool brown and white polka-dotted foulard model is gracious and lovely. Its skirt has one of the new flounces and its jacket has a little detachable cape collar that is ruffled, too. Its white blouse has hand-made brown dots for trim.

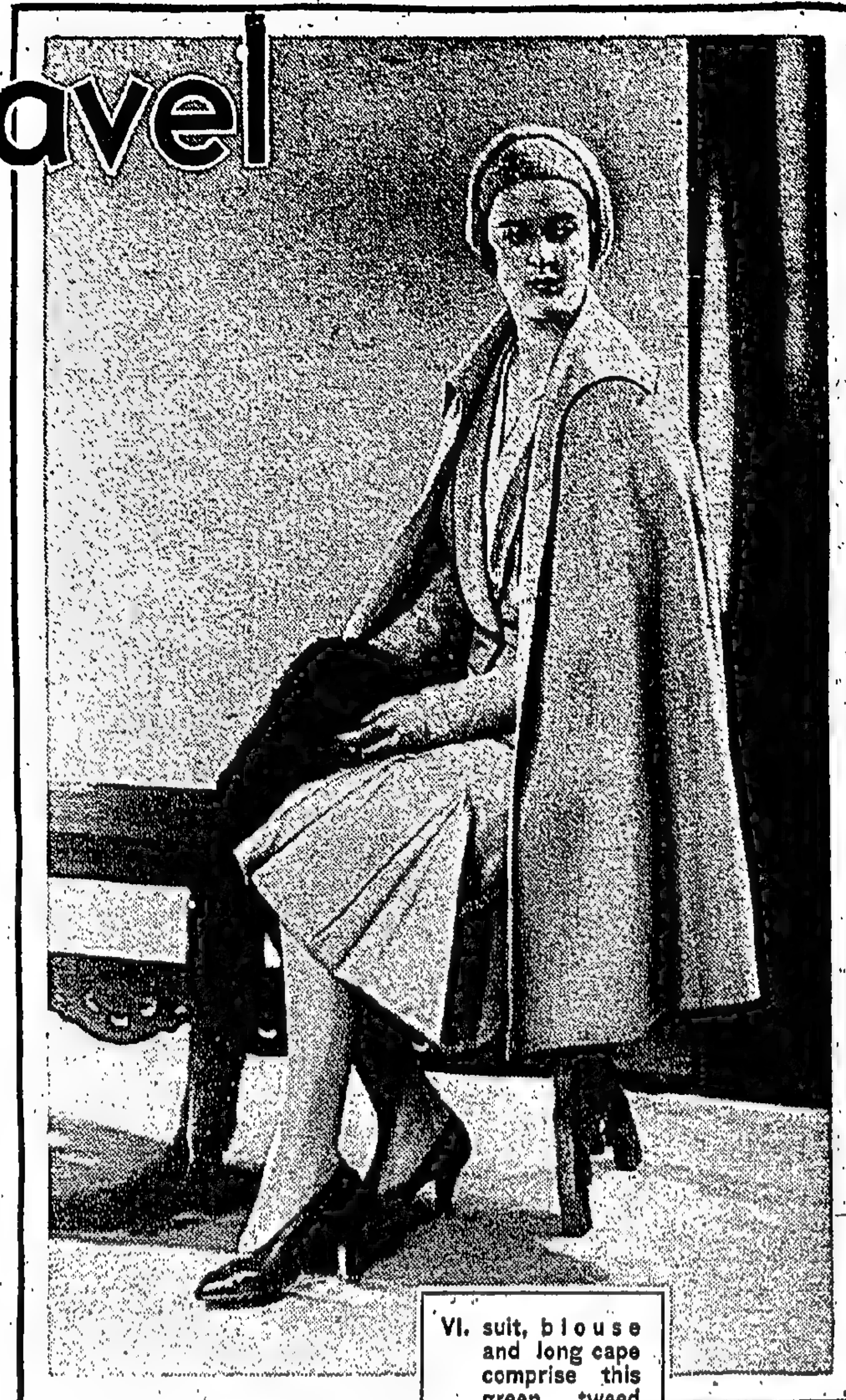
IV. IF you have decided to have your little bright blue or yellow roadster overhauled and head for sights unseen on the open road here or abroad, dress prettily enough so that if you meet up with either an accident to your car or a blessing in the form of an especially attractive man, you will be happy, knowing how chic you look.

This ideal motoring costume is made in a novelty stripe of black and white knitted fabric, with wrap in the shape of a little cape that ties in youthful manner under the chin.

The frock is cut interestingly, to emphasize the stripes. It has the new short sleeves that keep your upper arm from burning and yet are cool as can be. A black panamalac hat has the new silhouette cut.

IV. woven fabric with a black and white novelty stripe is effective for this auto garb.

all costumes by courtesy of William Bloom and co., N. Y.



VI. suit, blouse and long cape comprise this green tweed ensemble for a sea voyage.

V. IF you are cruising this summer, you will need a tailored suit, perhaps in navy blue novelty wool, with inverted box pleats in the skirt, a nipped-in high waistline and soft lapels. You will need several blouses with this. And a fox scarf and stunning straw and felt turban are commendable accessories.

VI. WHAT could be lovelier or more suitable for an ocean voyage than a four-piece ensemble? This flattering four-piece green tweed, in exquisitely soft color, has a pleated skirt, semi-fitted jacket, white crepe blouse and long cape that has a collar that can be turned up against ocean breezes. You have your suit for shuffleboard and deck tennis and you can slip into your cape for deck strolls with the handsome blond or brunet. A light green blouse, several white or pale pink ones, and you are fixed for many an occasion aboard ship and also on land.

YOU probably know by this time just what your vacation trip is to be. Don't wait too long to plan your clothes. They should be picked for suitability and becomingness. Your vacation should pay dividends in happiness for the future years. Just remember that pretty clothes make the woman. See to it that they make the trip, too.

There are three factors to be considered in planning your summer wardrobe—style, color and fabrics. People not only have certain styles and colors which heighten their attractiveness, but they also have certain materials, if they only knew it. A slim silken fabric may do wonders for one woman and spoil a gown on another.

There isn't such a thing as fashions which do nothing. Clothes are never passive. They either increase your charm by forming a suitable background for it or spoil it by giving you the wrong setting.



V. navy blue wool made with soft lapels and high waistline fashions this tailored suit for ocean cruising.



I. this airplane coat of fitted rose beige has nipped-in waistline, a lower flare, and four big pearl buttons.



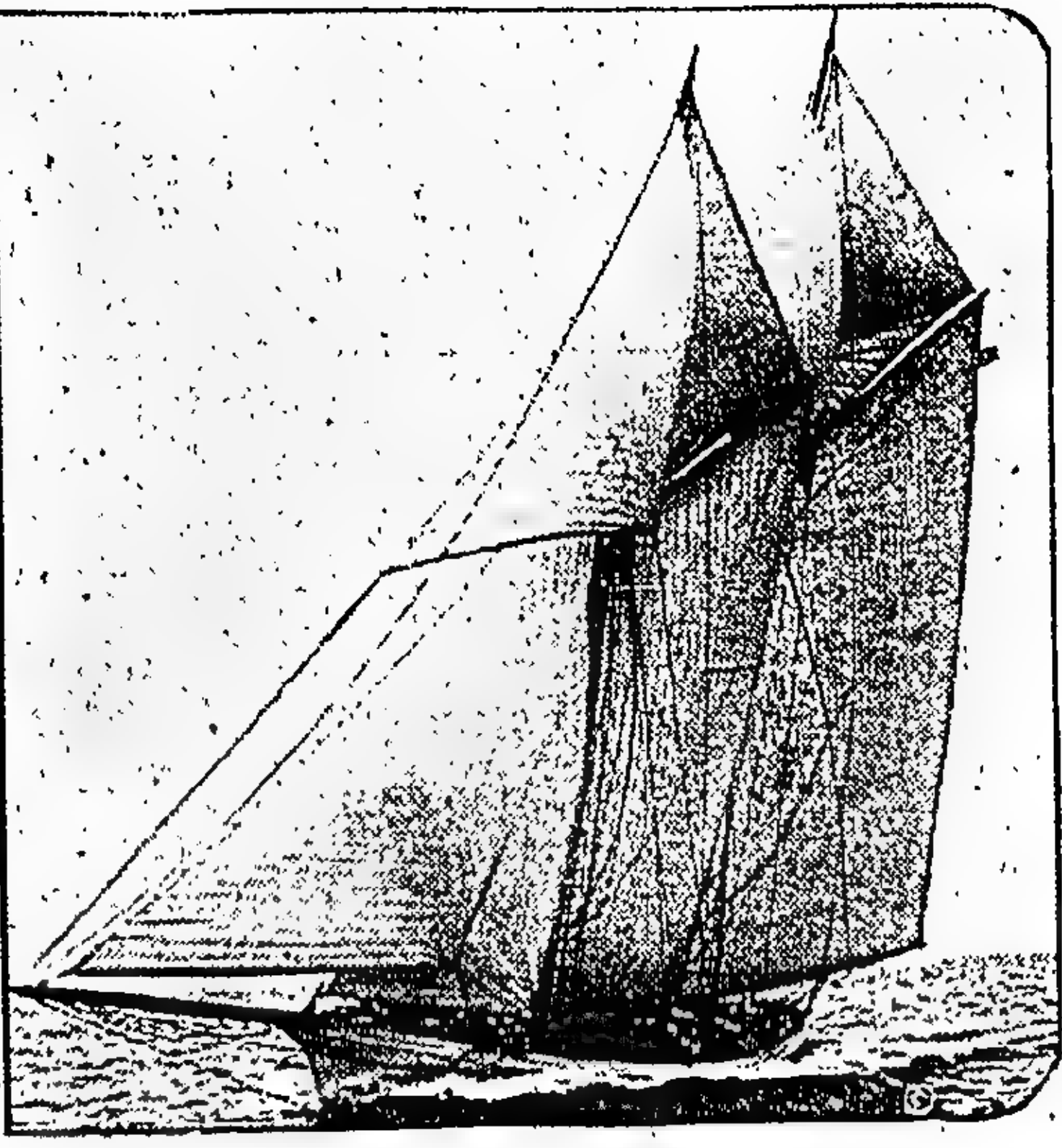
II. navy blue and white checked silk gingham makes up this stunning Marcel Rochas ensemble for train trips.



III. the flounced skirt and detachable cape are featured on this Goupy model for shore trips during a long cruise.

AMERICA'S CUP HISTORY.

1: ORIGIN OF FAMOUS TROPHY.



Here are pictured the America's Cup and the trim little Yankee schooner which captured it from the British Royal Yacht Squadron in the first sensational race in 1851. The "cup," as you see, is really a somewhat inartistic silver pitcher, but it has become the most highly-prized trophy in the sporting world. The victorious America is shown as she appeared after she raced in England; copyright by Brown Bros.

[For more than three-quarters of a century, American and British yachtsmen have fought a thrilling duel for possession of the America's Cup, and preparations now are being made for another match to be sailed off Newport, R. I., this year. In the following article, the first of a series of three, is told the romantic story of the origin of the famous challenge trophy, which has been successfully defended ever since its capture by a Yankee schooner in 1851. Next week's article will be on how thirteen English and Canadian challengers for the America's Cup have been successfully defended.]

It has been a full decade since English yachtsmen have sought to win from the United States the most highly-prized trophy in the sporting world—the America's Cup. But the stage is being set now for another thrilling contest. Seventy-eight years have proved too short a time for Britain to recover the trophy first snatched from her yachtsmen. The cleverest designers have built craft in which the pluckiest mariners have come overseas, one after another, to regain it. But all have gone back empty-handed.

Millions of dollars have been spent in these attempts, and other millions in defence—all over a silver pitcher with an actual value of about \$500. To a landlubber's eye it is an ornate, inartistic thing, but in the yachting world it is beautiful and priceless. For since 1851, it has represented supremacy of the seas.

First Cup Race. When a schooner from the United States lifted that trophy from the Royal Yacht Squadron on August 22, 1851, in a race around the Isle of Wight, the sport was in its infancy in America. Few men were rich enough to make it a pastime. Seven years before, a little group of men had met aboard the schooner *Gloucester*, belonging to John C. Stevens, and organized the New York Yacht Club. Among them were John C. Jay, George L. Schuyler and James M. Waterbury, names which still are prominent. Stevens himself was chosen as first Commodore of the club, and ever since has been known as the father of American yachting.

The organization's first challenge came from abroad. Great things were being planned for the world's fair in London, and boat races were part of the programme. Would the Americans deign to send over some sort of craft to lend an international aspect to the contests?

The Americans would. Already they were leading the world with their clipper ships and coastwise vessels, and the New York harbour pilot fleet, of clean-cut little schooners with round bows and full, sweeping bodies, had attracted wide attention with their speed.

A Sporting Offer. One of the latter vessels might have been selected for the races, except for a sporting offer made by one W. H. Brown, a shipbuilder with yards on New York's East River. Brown offered to build a boat for the yacht club which would prove faster than any craft in America or England. Otherwise, he said, it need not be accepted or paid for. Commodore Stevens and his associates told him to go ahead.

The result was the America, a name ever since dearest to the hearts of yachtsmen. A slim, graceful schooner she was, with boats, but with ends well-turned for speed. Her over-all length was 109 feet, 9 inches, with a 23-foot beam. They launched her with a hope and a prayer, put on her sea rig, and started her abroad with a crew of 15 men reinforced by "a goodly supply of rum."

Commodore Stevens already had sailed to meet the America on the other side. Captain Dick Brown, a veteran Sandy Hook pilot, took her across and was to sail her in the world's fair races. A nephew of the America's designer, George Steers, was a member of the crew and kept the ship's log on her eastward passage, which was accomplished in 17-1/2 days. On one day he wrote: "She is the best sea boat that ever passed out of the Hook. The way we have passed every vessel we have sighted is almost beyond belief."

At Havre the America was laid up for refitting with racing rig. Commodore Stevens joined her there, and for three weeks considerable secrecy surrounded preparations for the activities in England. Confident that their craft was a winner, the crew had no intention of revealing her design, or spoiling their chances for wagers which they had been led to expect would be waiting for them at Cowes.

But while proceeding to Cowes, the sporting instinct of the Commodore spoiled whatever chances the Americans had of betting their money against English competition.

The schooner *Laverock*, a speedster of the foreign fleet, had been sent out to escort the America into port. She invited a race, and Stevens was unable to resist the challenge. Away they went. The America worked to windward surprisingly fast and breezed into Cowes well ahead of the *Laverock*. Soon it was widely known that no English yacht was her equal.

Criticized by British. Despite her performance, the long sharp bow, heavy, slanting masts, and flat sails of the America were criticized by British yachtsmen. The 80-year-old Marquis of Anglesey, who was the Thomas Lipton of his day, was one of those who watched her come in. His memory went back to the days of Nelson, and as he gazed at this strange foreign craft that called herself a racer, he said, "If she is all right, by God, we surely have been all wrong."

A few days later, while watching the America in a trial sprint, he became openly sceptical of her ability to attain such a speed by sail alone. Determinedly he boarded her, stalked aft and leaned far over the side, looking for a propeller. Commodore Stevens, although far from being amused by the conduct of the old Marquis, was obliged to hold his legs to keep his guest from falling overboard.

Nobody would bet against the visitors. Day after day the Commodore issued new challenges and posted wagers, only to have them politely ignored. Finally, in disgust, he posted in the club house of the Royal Yacht Squadron an offer to sail "against any British yacht, schooner or cutter for any amount from one to ten thousand guineas."

Even his willingness to meet any class of vessel brought no response. It remained for the London *Times* to probe its sportsmen into action with a biting editorial which spoke of "the disgrace of permitting the illustrious stranger to return to the new world with the proud boast that she had flung down the gauntlet to England, Ireland and Scotland, but that no one had dared to take it up."

A Robert Stephenson then came forward with an offer to race his schooner *Titania* against the America for a wager of 100 pounds. The American Commodore, it is said, strongly suspected that the *Titania* was no worthy opponent, and that Stephenson was making a deliberate sacrifice for the honour of his club. He accepted the challenge, however, but

before the race could be sailed he decided to enter a contest for the "All Nations 100 Guinea Cup."

Started from Anchor. This was to be a race of about 55 nautical miles around the Isle of Wight, open to vessels of any class, and without any time handicaps, for a trophy offered by the Royal Yacht Squadron. Seventeen British cutters and schooners, ranging in tonnage from 47 to 392, were entered against the America.

In those days races were started from anchor, instead of the sailing starts approved to-day. The fleet was lined in double row, with the cutters in front and schooners some 300 yards astern. At 9:55 a.m., a preparatory signal was given, and the yachts made sail. Five minutes later the starting gun barked out.

Most of the craft jumped ahead, under a fairish breeze, but the America's crew had been slow with her sails and she was the last to get under way. This proved to be only a trifling handicap, however, for by the time Nab Light, 12 miles away, was round, the Yankee schooner had walked through the entire fleet except four—the Beatrice, Volante, Arrow and Aurora, the latter being the favourite of the British boats.

The course, roughly a rectangle, was lined with many large craft carrying spectators who had come from the fair grounds. Queen Victoria and part of her court had sailed down on the royal yacht, and a large party of wealthy Americans, including most of the members of the New York Yacht Club, were on the scene.

Bowled Along at 13 Knots. Off Sandown Bay, the wind had freshened and carried away the America's jib-boom. But old Captain Dick Brown, who never had believed in carrying a flying jib to windward, only shouted that he was "damned glad it was gone." From St. Catherine's to the Needles, he had a leading wind, and bowled along at thirteen or fourteen knots.

The royal yacht *Victoria* and *Albert* was lying off the Needles, and the Queen and her company were anxiously awaiting the passing of the racers. It was about 5 o'clock in the afternoon, and lowering clouds were beginning to gather. Finally, Queen Victoria called impatiently:

"Signal Master, are the yachts in sight?"

"Yes, may it please Your Majesty," he replied.

"Which is first?"

"The America."

"And which is second?"

"Alas, Your Majesty, there is no second!"

It was quite dark when the America crossed the finish line with a comfortable lead over the *Aurora*. Bands played Yankee Doodle, everybody cheered, and the crews retired to a very gay banquet.

Presented the America's Cup. At this banquet was presented the trophy which ever since has been known as the America's Cup. It sometimes is confused with the Queen's Cup, which was sailed for three days later by none but British yachts. Although not eligible for entrance, the America was on the course that day, got under way an hour and a half after the others had started, and trailed them over the course. She finished only a few minutes after the winning boat.

The following week Stevens sailed her in the pre-arranged match with the *Titania* and won by nearly an hour. Then, rather than take the America across the Atlantic again, he sold her to a British sportsman for \$25,000, a profit of \$5000 over her original cost. Back in New York, Commodore Stevens kept the America's Cup in

HOLLYWOOD CRITICISED.

Glaring Mistakes in Films.



Janet Gaynor and Charles Farrell

[By Dan Thomas.] When is Hollywood going to wake up?

This question, which we have heard from many sources during the last few months, is prompted by the glaring mistakes found in so many films of late.

Much has been said and written during the past year about the improvement of talking pictures. These things are true—from a mechanical standpoint. But moviemakers' producers and directors still haven't learned the use of common sense in the production of these audible films.

The reason is that they are so completely self-satisfied that they just take it for granted that anything they do must be right. And

his personal custody for six years. Then, with his associates, he decided to turn it over to the yacht club as a perpetual international challenge trophy which would henceforth stand for competition of the highest order.

But little could those first champions have guessed what intense rivalry would centre about this strangely-moulded silver pitcher, how many fortunes would be spent in thrilling battles for it, or how, for more than three-quarters of a century, it would bear constant evidence of the superiority of American sail-craft.

they will listen to absolutely no criticism—except that which appears in print.

We could point to some things as evidence of actual stupidity on the part of the film makers. Attempts are made to excuse these mistakes on the ground that "we must make our films for the 12-year-old minds of the public." It might be more correct to say that the 12-year-old minds are the ones in the cinema industry.

The most recent examples of what not to do, however, were brought to light in "Sunny Side Up," a Janet Gaynor-Charles Farrell special which was given a blazing premiere one recent night.

Our first criticism of that film is that Janet never should have been allowed to sing. She has a fairly pleasing voice, but one which is not at all suited to her personality. But as long as she did sing she should have been allowed to do it correctly. In one scene where the actress was supposed to be singing to herself at home, she sang directly to the audience just as much as any opera star ever did. Poor direction on the part of David Butler can be blamed for that. And the blame also can be fastened on Fox executives for not correcting such a blunder.

Another criticism of that picture is the repeated singing of the



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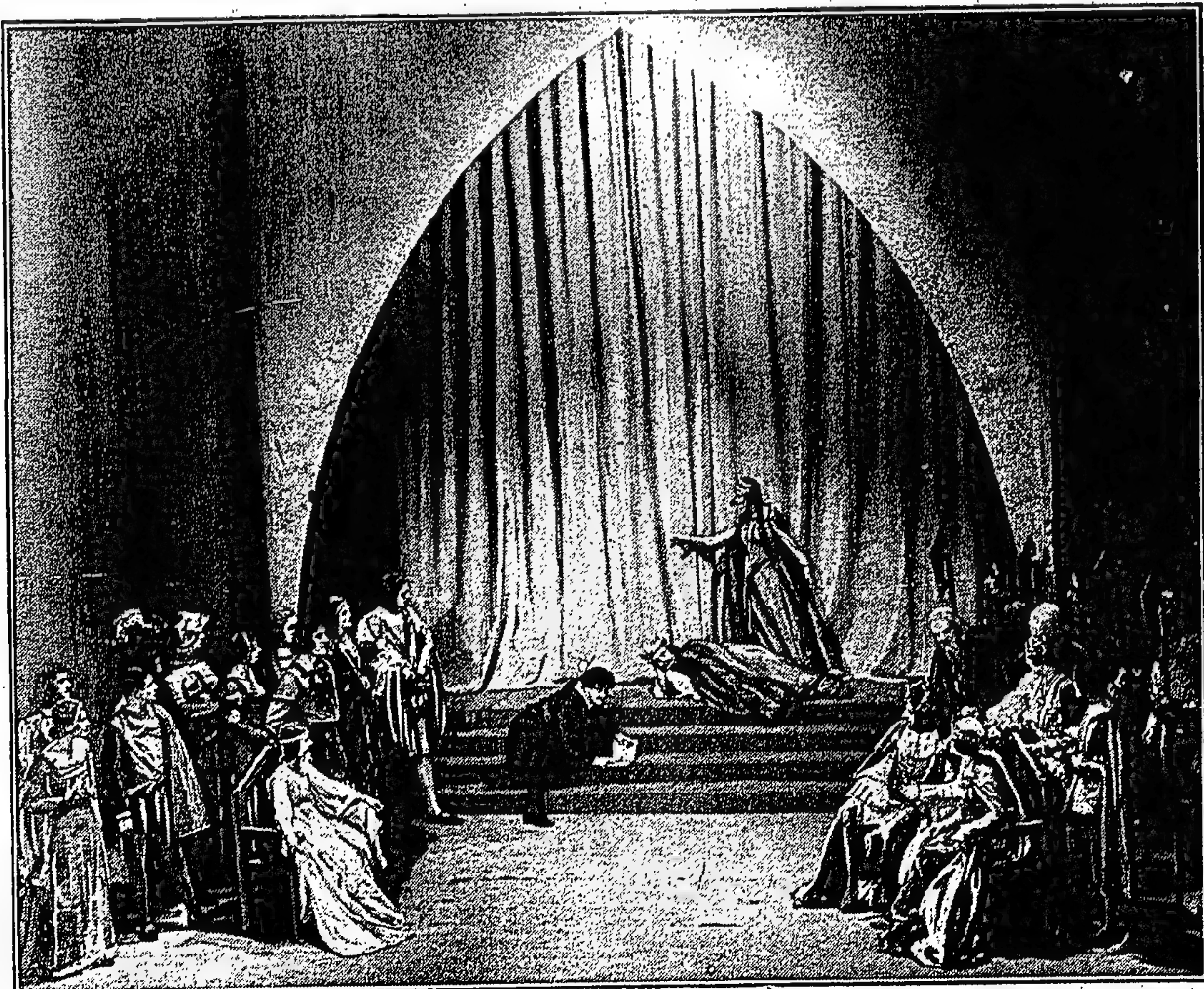
same songs. If our film producers continue to insist upon having their players burst into song at frequent intervals for no reason at all, they at least owe it to the public to have these actors sing new songs.

Then, too, "Sunny Side Up" is just half way between our standard of a motion picture and a screen musical comedy. There is too much singing in it for a good

motion picture and too much drama for a musical comedy.

Perhaps some day the cinema industry will be headed by executives with sufficient ability to eliminate such blunders as those mentioned above. But that day won't arrive as long as important positions are filled by men who happen to be relatives, close personal friends, or merely good talkers.

DISTINGUISHED CAST IN HAMLET.



A photograph taken by a staff photographer of *The Times* at the special dress rehearsal for the matinee performance of *Hamlet* which will be given at the Haymarket (in celebration of the anniversary of Shakespeare's birthday). Mr. Henry Ainley appears as Hamlet, Miss Gwen Efrangon-Davies as Ophelia, Mr. Malcolm Keen as the King, and Miss Irene Vanbrugh as the Queen. The performances are in aid of theatrical charities. (*Times* copyright).

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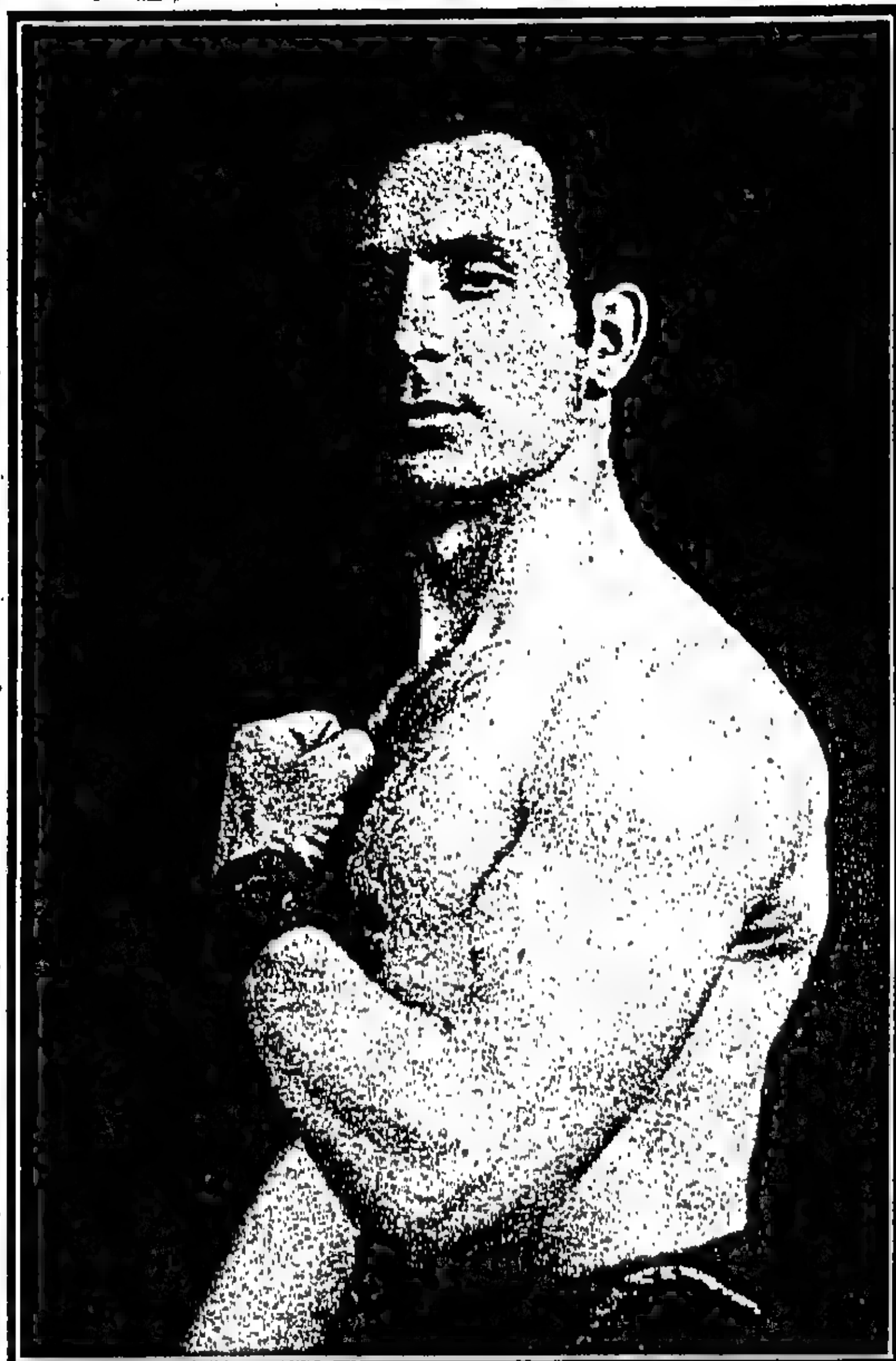
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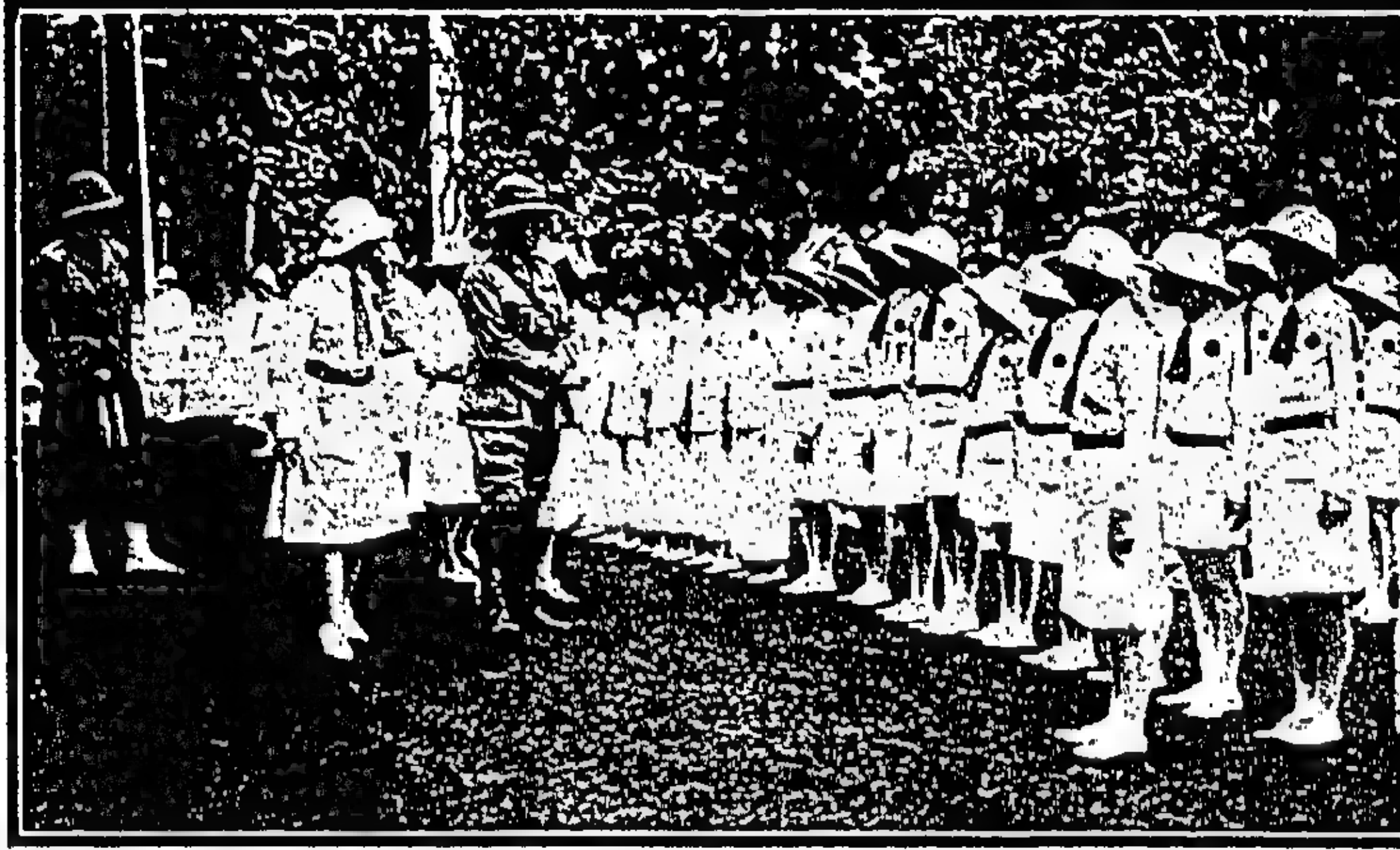
THE HONGKONG HOTEL GARAGE.



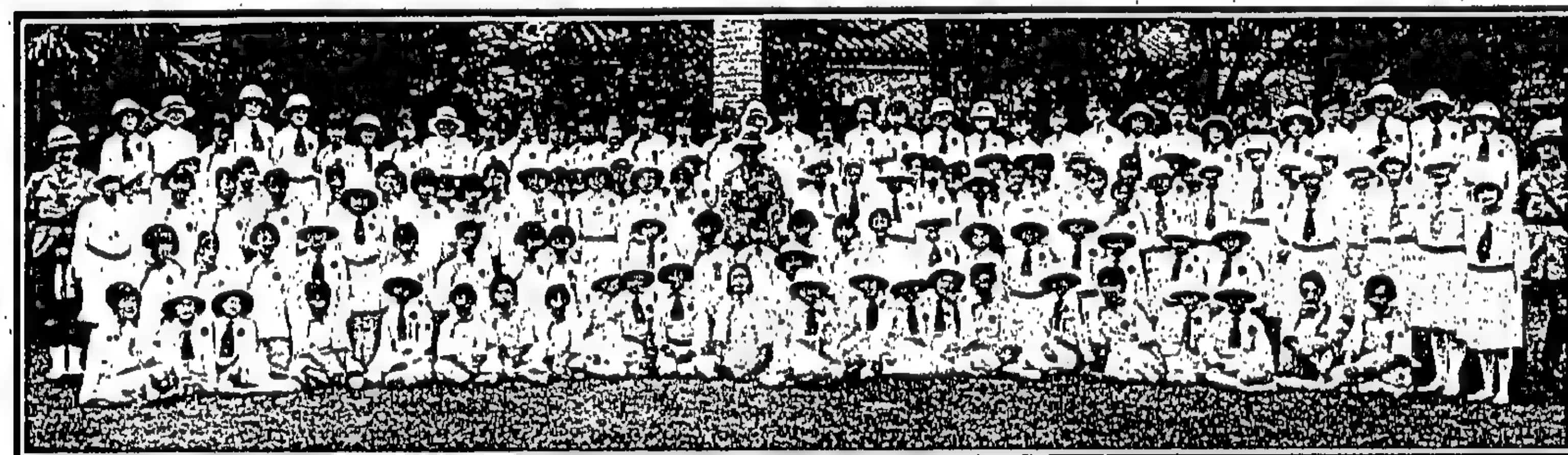
Mr. D. Spoor, a local amateur strong man, who recently appeared as "Sando: The Pocket Hercules" in an exhibition of muscle control and weight-lifting at the Star Theatre, Kowloon.



Hongkong Girl Guides about to enter St. John's Cathedral for the special Empire Day service on Saturday last. (Photo: Ming Yuen Studio).



H.E. Major General Sandilands inspecting Girl Guides at Headquarters House before they proceeded to the Empire Day Service at the Cathedral. (Photo: Ming Yuen Studio).



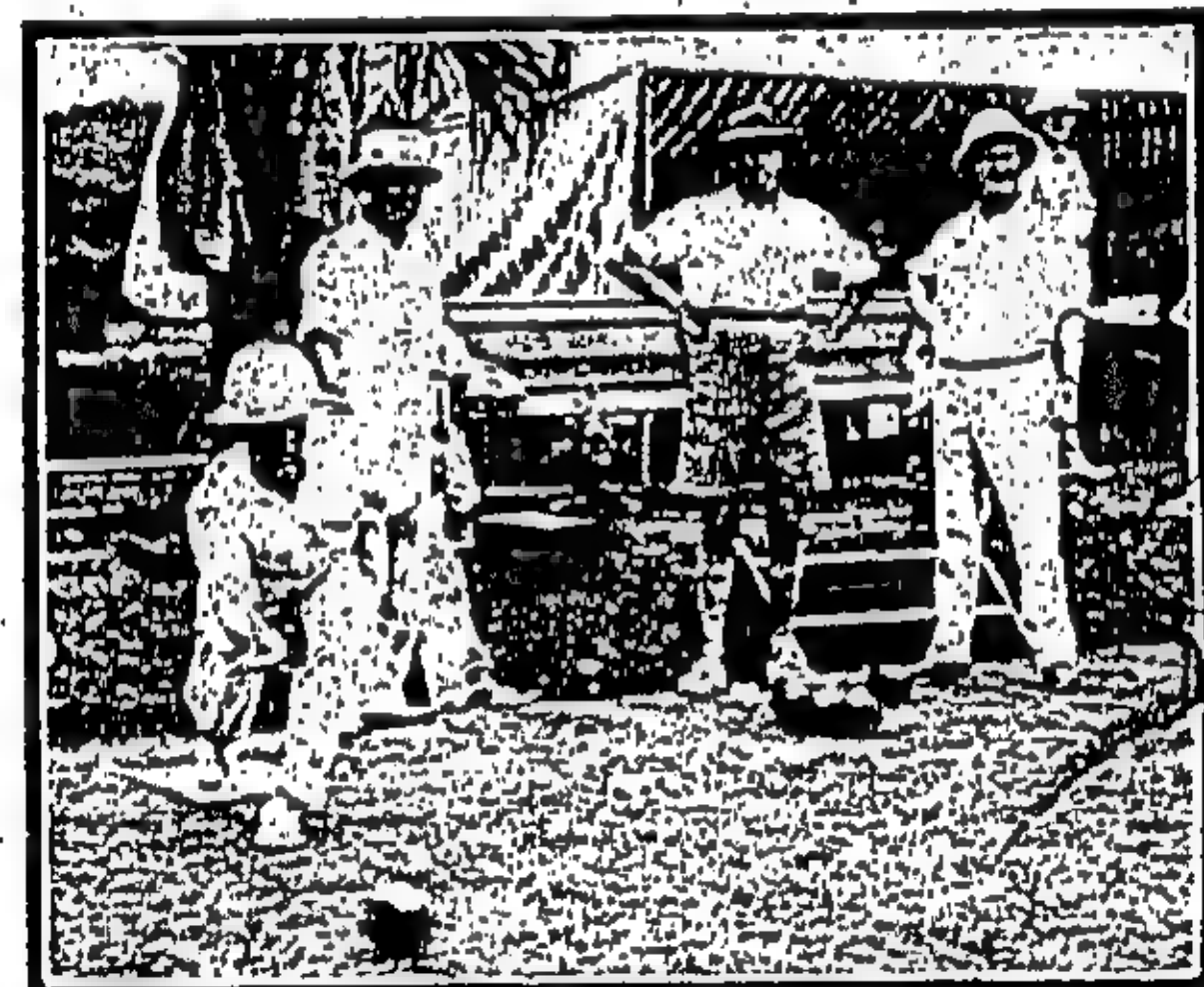
This above group was taken on Empire Day morning on the lawn of Headquarters House, when H.E. Major General Sandilands entertained the Girl Guides. On the right, His Excellency is seen with Mrs. Southorn, Chief Commissioner, and other officers. (Photos: Ming Yuen Studio).



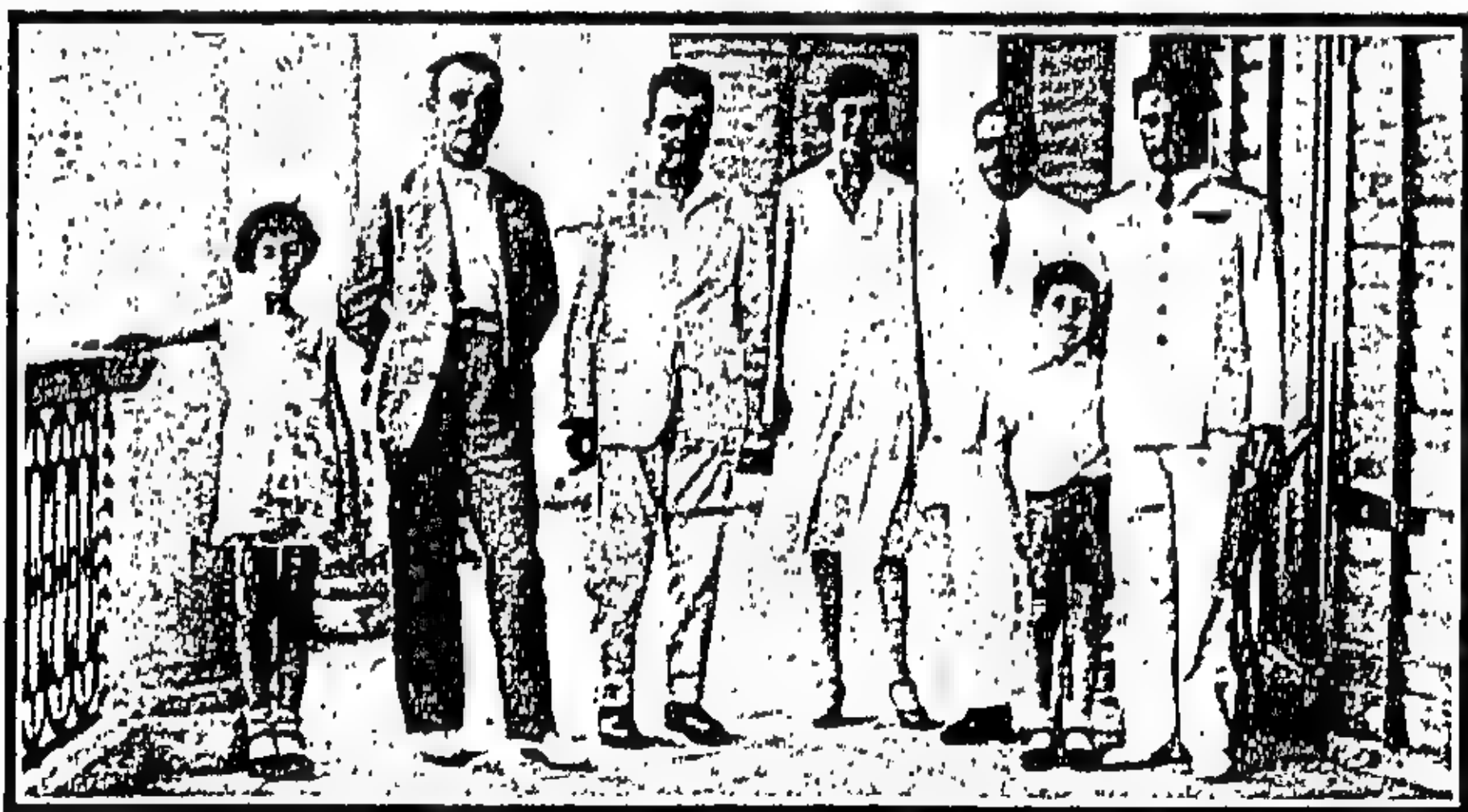
Here is seen the football team of the Ellis Kadoorie School, with Mr. W. Kay, head-master, seated second from left in middle row. (Photo: Mee Cheung).



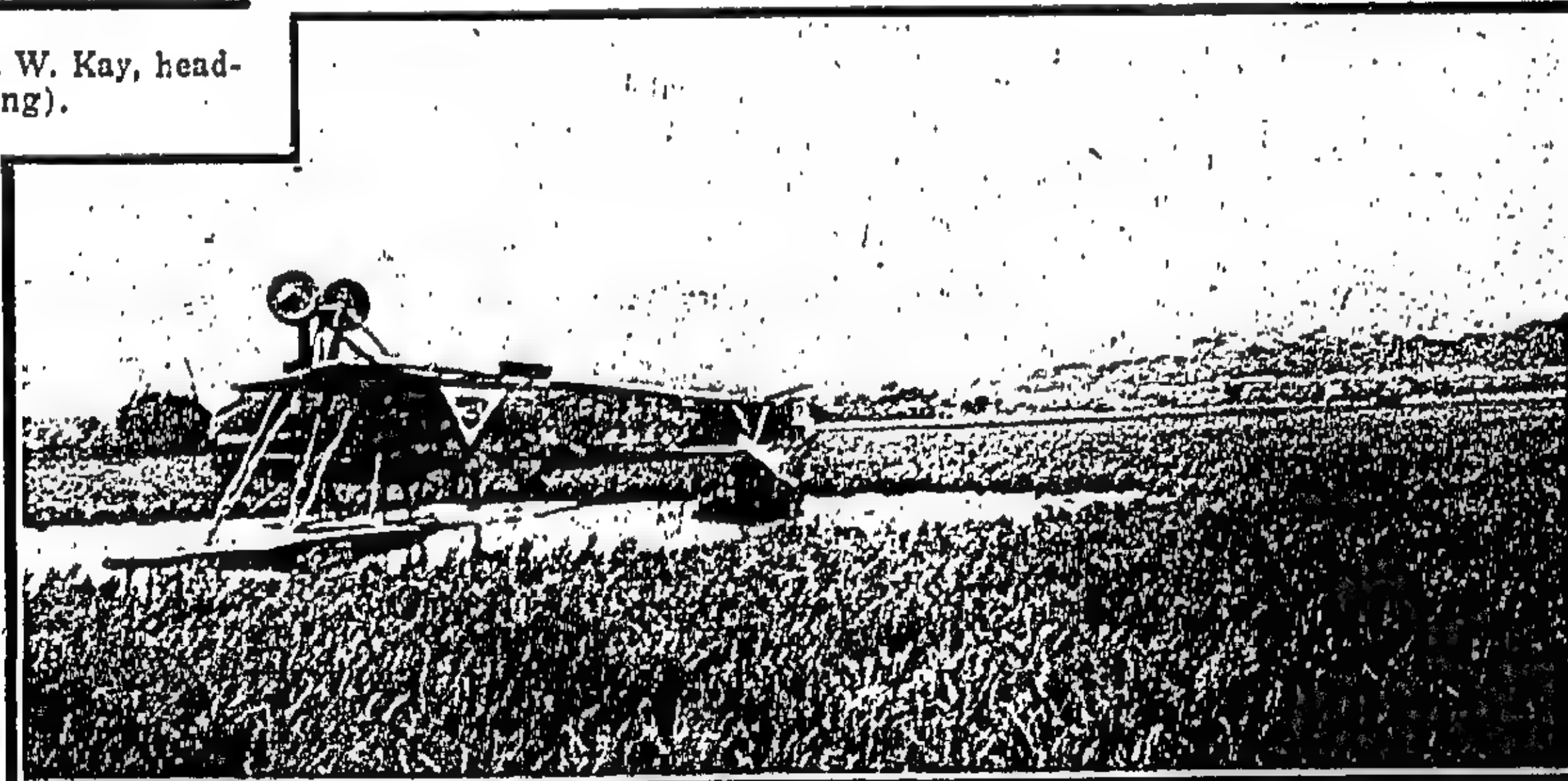
Play in progress in the 1st Division Lawn Bowls League match in which the Civil Service defeated the Kowloon Bowling Green Club last Saturday by the narrow margin of one point—62 to 61. (Photo: Mee Cheung).



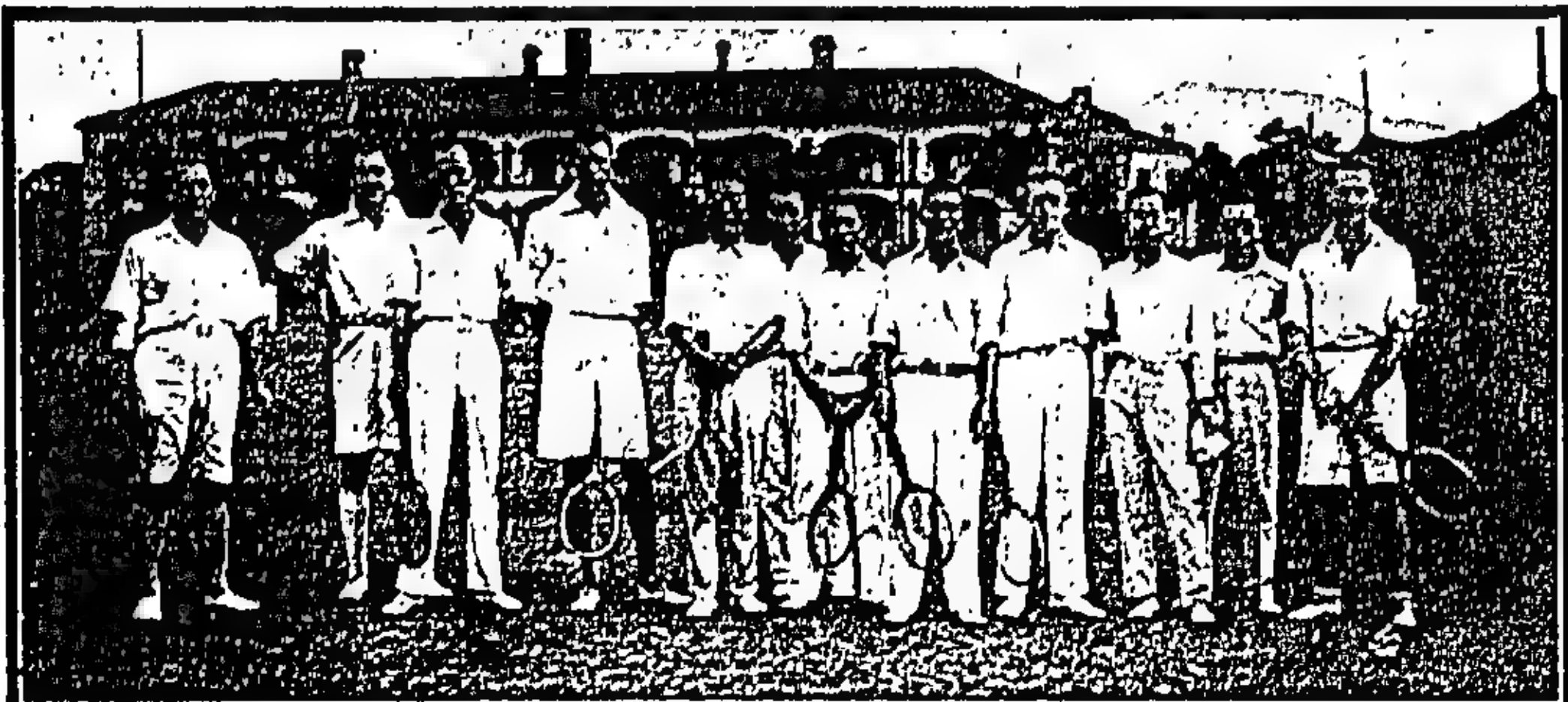
Another snapshot taken during the game between Kowloon Bowling Green Club and the Civil Service. (Photo: Mee Cheung).



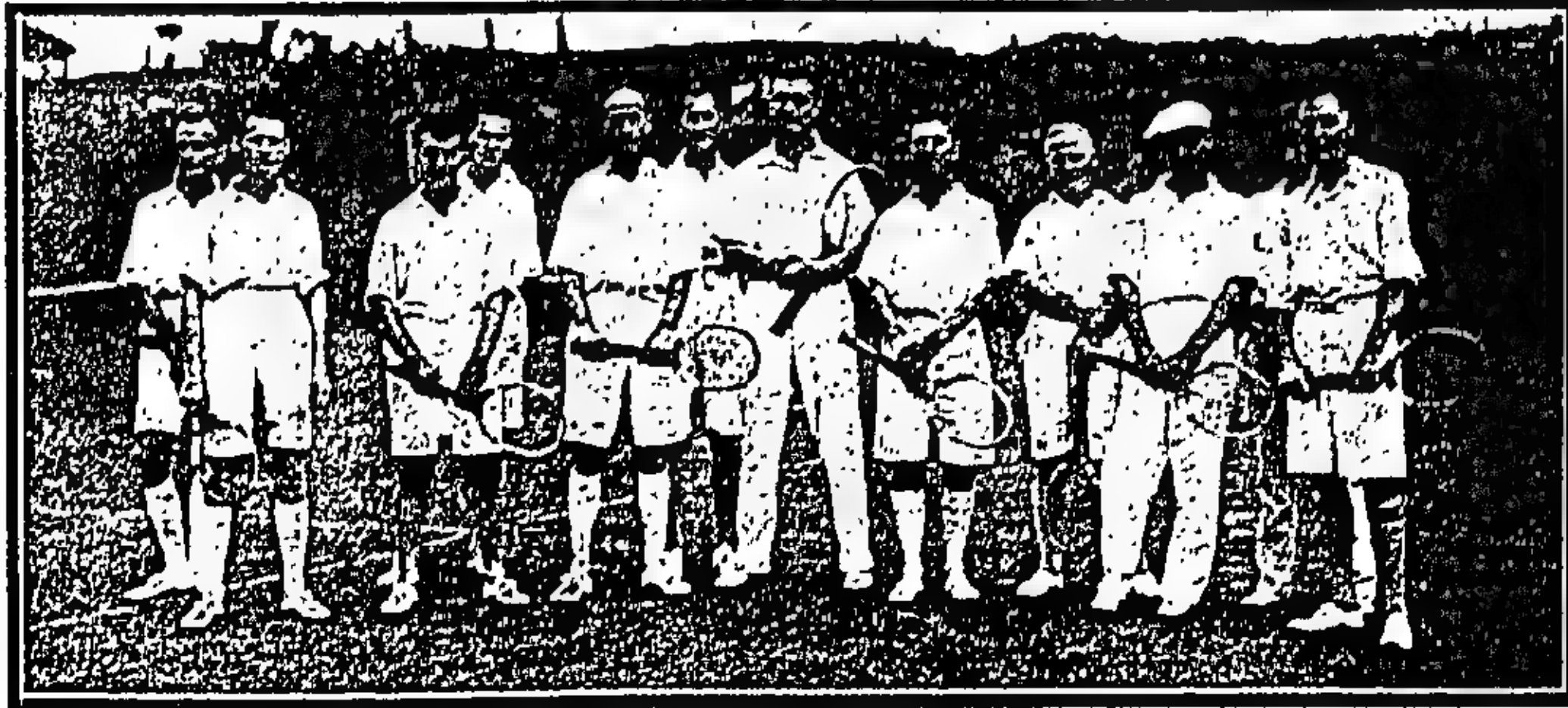
Here are seen the French airmen, Lieut. Terrassier and Sergt. Feliu, at the residence in Macao of Flight Commander J. Cabral, who rendered much assistance to them when their machine came to grief last week in Chinese territory.



The French aeroplane as it fell into a paddy field at a place 30 miles north of Macao on its flight from Hanoi to Canton. Chinese peasants were soon on the scene and looted the machine of everything movable.



Players representing the H.K.C.C. and M.B.K. in the First Division of the Tennis League who met on Saturday. Rain made the finish of the match impossible. (Photo: Mee Cheung).



The K.C.C. and Royal Engineers who met on Saturday in the "B" Division of the Tennis League. Owing to rain, the match was not completed, but in the replay on Monday, the R.E. won easily. (Photo: Mee Cheung).



Professor Verne Dyson, lecturer on Chinese History and Far Eastern politics at the University of the Philippines, Manila, who recently spent a vacation of two months consulting the archives in Hongkong, Macao and Canton. According to his researches in the Chinese records, pre-Spanish relations between China and the Philippine Islands began historically in A.D. 982.

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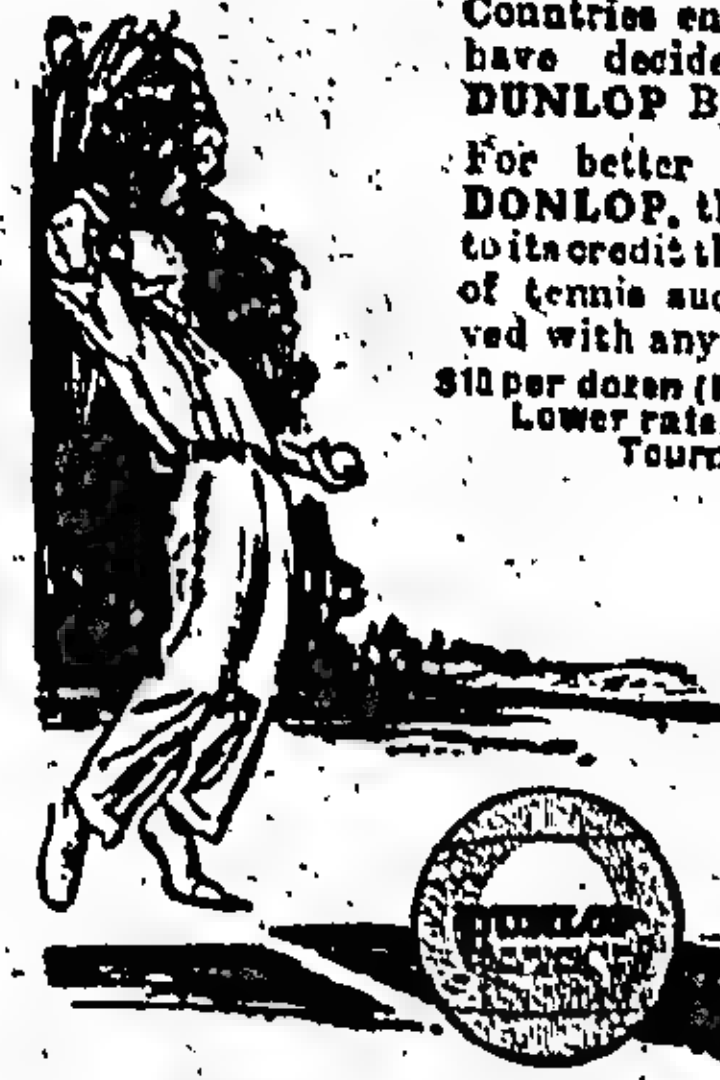
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DRASTIC ACTION IN INDIA.

VICEROY ISSUES NEW ORDINANCES.

AGAINST NO-TAX CAMPAIGN & INTIMIDATION.

PICKETING ILLEGAL.

Drastic measures are being taken in India under two new Ordinances, just promulgated, to counteract the forces of disorder. One is directed against the No-Tax campaign and the other against intimidation, including picketing and tampering with the loyalty of Government servants. The Viceroy appeals for the support of those desirous of resisting what is described as a plain threat against orderly progress and stable government.

Simla, May 30.
Lord Irwin has issued an Ordinance to counteract picketing, non-payment of taxes and tampering with the loyalty of Government servants.

Later.
Two Ordinances have been issued by the Viceroy. One makes picketing a penal offence, while the second makes provision against intimidation to the refusal of payment of certain liabilities in connexion with the No-Tax campaign.

Both Ordinances will be applied in the Bombay Presidency immediately.

Resolution Recalled.

The Ordinance against the instigation of refusal of payment of certain liabilities is entitled "The Unlawful Instigation Ordinance, 1930." A statement issued with the Ordinance refers to a resolution passed by the All-India Congress on the 16th instant calling on all classes to make a supreme effort to attain their goal, and continue the struggle with redoubled vigour during Gandhi's incarceration; also inaugurate a campaign of non-payment of taxes, to intensify the salt and liquor campaigns, and the boycott of British commercial institutions.

Viceroy's Appeal.

The statement says:—"Clearly no Government can contemplate the non-payment of its dues." It emphasises that the Ordinance will be confined strictly to prevent the instigation and pursuance of a political movement to refuse payments lawfully due.

The Viceroy concludes by appealing for the support of those desirous of resisting "a plain threat against orderly progress and stable government."

Preventing Intimidation.

The second Ordinance, entitled "The Prevention of Intimidation Ordinance," is directed against picketing, including "various forms of intimidation and molestation," whereby the Indian Congress Party seek to make their will prevail.

A statement accompanying this Ordinance points out that the commonest object for which such intimidation is employed is the prevention of the sale of foreign goods or liquor.

The Viceroy considers it "perfectly legitimate" for anyone to urge the use of Indian goods, adding "nor have I anything but respect for the preachers of temperance."

What is Unlawful.

Nevertheless, the Viceroy points out that it is unlawful to enforce views "by coercive effect and fear." He also condemns "unscrupulous efforts" to induce Government servants to resign their posts and fail in their duty, and to attempt to boycott Government servants.

The Viceroy points out that the Ordinance will not be used to impede or interfere with legitimate efforts in the movement for the furtherance of indigenous enterprise, nor in connexion with any genuine non-political labour dispute.

The Gazette publishes particulars of the constructional requirements of the Inspector General of Factories, considering applications for omnibus licences, on all 52 rules, with requirements in the deck vehicles.

JONES-WETHERED TUSSLE.

MEET IN FINAL OF AMATEUR CHAMPIONSHIP.

LAST MATCH TO-DAY.

London, May 30.
Bobby Jones is on the brink of realising his most cherished ambition of winning his first British amateur title. He will meet Roger Wethered in the final of the Amateur Golf Championship.

In the semi-final to-day he defeated his fellow-countryman Voight by one up. His display to-day, however, was not very convincing. He won the second hole, but Voight squared matters at the fifth. Jones won the sixth hole and they turned round at the ninth all square.

Jones then gave a weak display of putting and became one down at the twelfth and two down at the thirteenth. He came back strongly, however, and won the fourteenth and sixteenth holes to square matters again. The seventeenth was halved and Jones won on the last green.

Roger Wethered beat Lester Hartley two and one. He won three out of the first five holes and turned round two up. After even play coming in, Wethered secured the important sixteenth and seventeenth holes to win the match.

In the seventh round Voight beat Sutton five and four, Jones beat Fiddian four and three, Wethered beat Howell four and three and Hartley beat Grant at the nineteenth.

All St. Andrew's was stirred at the meeting of Young England, represented by the twenty-year-old former boy champion, Eric Fiddian, and the redoubtable Bobby Jones, who, slicing at the Swilcan, lost the first hole for the first time in the championship. Jones won the second, fourth, fifth and sixth. He turned four up.

At the eleventh Fiddian missed a four foot putt and Jones was five up.
Fiddian won the twelfth with a birdie three, and the thirteenth fourteenth and fifteenth were halved.—*Reuter.*

PRINCE GOES DOWN TIN MINE.

KEENLY INTERESTED IN WORKINGS.

London, May 30.
The Prince of Wales to-day went down 400 feet deep in a tin mine near Helston, in Cornwall.

Wearing overalls, he was taken down the shaft in a cage worked by electricity and walked through the workings of the mine, having to stop in places to negotiate tunnels. The process of excavation and the extraction of tin from the ore was explained to him.

As Duke of Cornwall, the Prince draws a revenue from the tin mines of his Duchy, and he was very interested in all he saw.—*British Wireless.*

THE FRENCH TENNIS CHAMPIONSHIPS.

THREE AMERICAN PLAYERS ADVANCE.

Paris, May 30.
In the French Lawn Tennis Championships, Tilden (America) beat Lytleton Rogers (Ireland) 6/1, 6/1, 7/5.

Miss Helen Jacobs (America) beat Mrs. Watson (Britain) 5/7, 6/3, 6/3.

Fraulein Aussem (Germany) beat Miss Ryan (America) 4/6, 6/1, 6/0.

Mrs. Moody (formerly Miss Helen Wills, the noted American player) beat Fraulein Rost (Germany) 6/0, 6/1.—*Reuter.*

THE UNEMPLOYED IN GERMANY.

TOTAL OF TWO MILLIONS NOW REACHED.

Berlin, May 30.
The Minister of Labour has announced that two millions of marks must be found by the Reichstag to relieve the unemployed.

He stated that there are now 2,000,000 out of work in Germany.—*Reuter.*

HANKOW SCARE REVIVED.

RED AND IRONSIDE INVASION.

REFUGEES FLOCK INTO THE FOREIGN SETTLEMENTS.

TSINGTAO ALARM.

Hankow, May 30.
Between 200,000 and 300,000 Chinese refugees have arrived in the Foreign Settlements here during the past week or so in consequence of Communist disturbances on the Hunan-Hupeh frontier and the fighting between the Nationalist and Shansi-Kuomintang rebels in Honan.

The majority of the refugees came from Honan where intense fighting is progressing along the Peking-Hankow Railway following the capture of Hsuehchang by the Nationalist troops under General Ho Cheng-chun.

Martial Law in Force.

Rumours are current in the city that thousands of Communists working in conjunction with "Red" followers among the troops are endeavouring to capture Hankow and Wuchang. These led to the proclamation of martial law last evening. Additional troops were sent out to patrol the streets, but the evening passed off without untoward incidents.

Meanwhile the Nationalist Commanders are perturbed over reports that the "Ironside" troops are marching rapidly towards

AMY JOHNSON TO GO SLOWLY.

Doctor Orders Cancellation of Engagements.

MATTER OF PRECAUTION.

London, May 30.
So many public engagements have been arranged for Miss Amy Johnson, who is now at Brisbane, that her doctor has ordered her as a matter of precaution, to cancel many of them.

She therefore did not attend a luncheon at which she was to have been the guest of the women graduates of Brisbane University, and she only made a brief stay at a garden party at Government House.—*British Wireless.*

Hankow from Hunan. After capturing Peking, it appears that the "Ironside" Army is marching towards Changsha.

Japanese Precautions.

Many Japanese residents at Changsha are taking steps to remove their valuables in view of the approaching invasion by the "Ironside" troops.

The serious condition in Hankow, on account of a threatened Communist invasion, has rendered it impossible to withdraw troops to relieve Hunan. Nanking has, however, instructed Hankow to spare two aeroplanes and three gunboats to assist the Hunan Government.

Tsingtao Alarmed.

Great concern is felt for the safety of Tsingtao because all telegraphic communication between the city and Tsinanfu has been suspended since yesterday morning.

Rumours are current that severe fighting between the Nationalist and Shansi armies is continuing in parts of Shantung. On the other hand it is feared that Red Spear bandits who are roaming in eastern Shantung may have created some disturbances there.

Nationalist H. Q. at Hsuehchow state that the Shansi Commanders are converging their troops from the Lung-Hai Railway towards the Tientsin-Pukow Railway in northern Shantung and it appears that the centre of the fighting in the North has now been transferred to Shantung.

Some minor fighting is still going on along the Lung-Hai Railway. (Continued on Page 14.)

CONVICTS TRY TO ESCAPE.

GANG INCLUDES MEN IN THE RECENT FIRE.

PRISONER KILLED.

London (Ohio), May 30.

A convict was shot to death at the farm of the local prison to-day when warders fired on a gang of convicts who were trying to escape.

Forty-seven convicts were working on the farm, this number including many who were transferred here from the Columbus Penitentiary after the fire which occurred there last month when 300 convicts lost their lives.

The convicts here tried to break out to-day and the warders, preventing the escape, used their rifles and killed one man.

When the Columbus Penitentiary caught fire last month over 800 convicts lost their lives. The doors of the east cell block, where a thousand men were incarcerated, could not be opened owing to the failure of the electric power by which the keepers unlock the doors. Hammers and acetylene torches were used in vain to open the doors and when the power was restored many convicts were found incinerated or suffocated inside.

Confusion and panic reigned for some time and one thousand five hundred troops, armed with machine guns, tear gas and bayonets were taken to the Penitentiary as a precaution against further disturbances. The convicts remained in sullen mood for several days until some of them were transferred here.—*Reuter's American Service.*

FUNERAL OF LORD DAVIDSON.

IMPRESSIVE ORSQUERES AT CANTERBURY.

London, May 30.

The remains of the late Archbishop, Lord Davidson, who was Primate of England for nearly thirty years, were buried this afternoon at Canterbury Cathedral.

The grave was under the open sky within the shadow of the cloisters, on the walls of which were piled hundreds of wreaths.

The Archbishops of Canterbury and York and six Bishops took part in the funeral service. The congregation was representative of all denominations, including the Moderator of the Church of Scotland, the heads of Free Churches and the Greek Archimandrite.

Previous to the service, the coffin lay in the choir of the Cathedral and a multitude of mourners of all classes filed past during the morning, paying a last tribute.

A memorial service was also held at St. Paul's Cathedral the officiating clergy including Dean Inge, the Arch-deacon of London and the Bishop of Kensington.—*British Wireless.*

KING FULFILLS AN ENGAGEMENT.

AN IMPROVEMENT IN HIS CONDITION.

London, May 30.

H.M. the King to-day received at Buckingham Palace the delegates to the Congress of British Empire Chambers of Commerce.

It was his first official ceremony since his attack of rheumatism prevented him from attending Court on Tuesday and Wednesday.

No official statement about the King's health was issued to-day but it is understood that the rheumatic trouble continues to improve.—*British Wireless.*

WIRELESS PHONING FROM PLANE.

BETWEEN LOS ANGELES AND BERLIN.

Berlin, May 30.

Professor Von Karmann, of the Technical High School, Alx-la-Chapelle, whilst flying in an aeroplane over Los Angeles, conversed for ten minutes by wireless telephone with Herr Milch, Director of Lufttransport in Berlin.

Herr Milch used an ordinary telephone in his office.—*Reuter.*

LANCASHIRE WIN AT NELSON.

EASY VICTORY OVER LEICESTER.

FINE BATTING BY HAMMOND AND SUTCLIFFE.

DERBYSHIRE'S WIN.

London, May 30.
Excellent batting displays by Hammond and Sutcliffe characterised the County Cricket matches which ended to-day. Hammond made 199 and Sutcliffe 150 while six other batsmen reached the hundred mark. There were fewer outstanding bowling feats than usual, but Freeman had the distinction of taking nine wickets for 50 runs. Tyldesley took six for twenty.

The Results.

Results of the matches were as follows:
Lancashire beat Leicester by 180 runs.

Derbyshire beat Kent by 193 runs.

Middlesex won on the first innings against Hampshire.

Surrey won on the first innings against Gloucester.

Sussex beat Cambridge by 216.

Worcester won on the first innings against Northants.

Essex won on the first innings against Yorkshire.

The Honours List.

The principal batting and bowling performances during the matches which ended to-day are set out below:

Batting.	
Hammond (Lancashire)	199
Sutcliffe (Yorkshire)	150
Dupleasing (Sussex)	147
Jackson (Derbyshire)	140
Russell (Essex)	132
Hendren (Middlesex)	122
Townsend (Derbyshire)	104
Grant (Cambridge)	100

Bowling.	
Freeman (Kent)	9 for 50
R. Tyldesley (Lancs.)	6 for 20
Tate (Sussex)	6 for 38
Mitchell (Derby)	5 for 53
and	5 for 50
Macdonald (Lancs.)	4 for 41
and	4 for 50

Lancs. v. Leicester.

Lancashire defeated Leicestershire by 180 runs at Nelson. A feature of the match was the bowling of Dick Tyldesley. Lancashire made 206 when they first went to the wicket, but Leicester failed badly against the Lancashire bowling and were soon out for the modest total of 126. Dick Tyldesley took six wickets for only 20 runs, Macdonald taking the other four for 41 runs.

Lancashire were safe in declaring at 264 for five wickets in the second innings, leaving Leicester with a task which they never looked like accomplishing. Leicester were skittled out for 164 this time, giving Lancashire a very comfortable win. Macdonald was again on the mark with the ball and he took four wickets for 50 in Lancashire's second innings.

Derby v. Kent.

Derbyshire beat Kent by 193 runs at Ilkeston. Derbyshire made a very poor show in the first innings, however, their total being 136. Freeman wreaked havoc with the team and took nine wickets for 50 runs.

Kent, however, made an even worse showing at the wicket, the team being dismissed for 107. Mitchell took four wickets for 42. Derbyshire found their batting form when they went to the wicket again and they declared with their total at 385, nine wickets having fallen. Townsend made 104 and Jackson 140, both batsmen soon getting the measure of the bowlers.

Kent, needing over 400 runs for victory, failed to make anything like this total, the team being sent back for 215. Mitchell was again the most successful bowler, taking five wickets for 50 runs.

Sussex v. Cambridge.

Sussex beat Cambridge by 216 runs at Cambridge. Sussex made 265 in the first innings, showing much better batting form than Cambridge who only knocked out 87 at the first visit to the wickets. Tate took six wickets for 38. (Continued on Page 14.)

Bulls and Inners

From the Office Butts.

The local Scot who was recently observed with a perambulator behind his baby car, must have imagined he belonged to the amaahed car section!

"Do Women Forget?" asks a writer in a London newspaper. Judging by a last season's fair swimmer, who has been taking a course of lessons this year, we should say it all depends!

There was a young lady of
Cheadle
Who sat down in church on a
needle
Though deeply imbedded
'Twas luckily threaded
So she had it removed by the
beadle.

"Enquirer"—We have made the necessary enquiries and we are informed that the reason for the sawdust is to prevent skidding after a late session.

While the increasing divorce rate might indicate that Britain is becoming the land of the free the marriage rate suggests that it still remains the land of the brave.

The trouble with most of these people who borrow money is that they do not invest it in a course of Pelmanism.

A writer has said that people are losing the gift of expression. Can this be the result of the automatic telephone?

Some folk sing for charity and never get it.

Anti-Cyclone says that while it is true that all men are cast in the same mould, it is nevertheless to be regretted that some are mouldier than others.

"John"—After a vigorous search and minute enquiries we find that most of our scratch golfers come from Hitchen.

Advice to dice throwers:—Shake from the wrist and not from the body. At the same time be careful not to throw a fit.

I Duce has been performing again—It's Italy-Italy, Bomb! Bomb!

The people who are against independence in the Philippines usually take a firm stand in the matter.

After to-day some of our broke citizenry will also know what an air pocket is.

The "You Know" Series:—You know he's a lawyer because he has a prejudice against commas.

It is asserted in Canton that girls "show too much knee." That reminds us—our Cadets used to stay there to study Cantonese!

In September it started to drop; In October it slid a bit more; November, December saw it just flop.

Didn't the populace roar! In Jan. it even got worse, And we shivered, but hoped for the best;

In Feb. it had a reverse, And we suffered along with the rest. In March some predicted a rise, And the brokers were nearly all right;

For in May, we had summery skies— In the shade eighty-nine Fahrenheit!

A reader thinks next year's Census will show a decline in the Colony's European birth-rate. But what about all these Baby Austins?

According to a scientist, there's no such thing as complete silence. Has he ever requested an Aberdeen to lend him ten dollars?

Now that women's hats shaped like coal-skittles are fashionable, Hongkong menfolk won't feel so embarrassed next time they are expected to wear chimney-pot headgear.

The worst of the China civil war business is that just when you might be winning, your right-hand man may take you in the rear.

That idea of a Hongkong-Canton interport appear to be chess-so-so.

The way our cricketers suffered in Shanghai was truly wicket!

It is interesting to read the claim from Copenhagen that Miss Johnson is of Danish descent. It was, however, an English ascent.

It is gratifying to know that the ship's carpenter who effected a heroic rescue was given several hundred chips.

There is no truth in the rumour that Mr. Tse Tsan-tai intends to write to Miss Johnson's father pointing out that his daughter's achievement proves our descent from the prehistoric winged pterodactyl.

If, as a psychologist says, character is indicated by the ears, a donkey must have a wonderful personality.

Bobby Jones has been so often at the top of his form lately that it is anticipated that he will get the class medal to keep.

This dollar business really is a paradox. The more it loses, interest, the more it is discussed!

A pedestrian is a car owner with a wife and lots of friends.

The Young Idea has to be taught the way that it should go. The seed is sown, and the shoot has to be helped to grow.

Thus pedagogues and foguesses are given many powers of money that is "ours"; And once a year the "matric" gowns grips young and old alike.

Makes anxious faces everywhere lest magic "pass" take flight! But "Lux" and other lookers-on are scornful of results.

Of salaries, and holidays, and bonuses and cuts; So this poor scribe who watches things (like dollars and inflation) Is moved to read between the lines,—and gets an education!

The trouble is that some of these hen-pecked men continue to chase chickens.

"Fairly Strong Wind: Would Blow Down City Hall," says a Manila newspaper heading. Unfortunately ours in Hongkong is in a sheltered spot.

Talking of the Australians' visit to England, a cricket enthusiast wants to know if insurance companies issue "all-out" policies.

The modern young woman has a fine carriage, says a writer. But in Kowloon that doesn't bother her so long as her best boy has a motor bike.

Twenty years hence:—"What did not do in the Great Dollar Slump, daddy?"

Intensive digging is recommended for physical fitness. This explains why our F.W.D. road workers are such lusty fellows.

If you think people have lost their sense of humour, listen to the answer you get when you ask for ten 10-cent pieces for a Mexican dollar.

If \$10,000 were worth £1,040 on fixed deposit at 4% in 1929, how long would it take the difference at 1/5 in 1930 to wipe itself off at the same rate of interest to bring us back to the original capital with which we started?

At the weekly meeting of the Sawdust Club (Sons of Scotia Chapter) held last Thursday evening, it was recommended, in face of the low exchange value of the dollar, that members should put their heads together with a view to providing a means whereby sawdust could be obtained locally at cost price.

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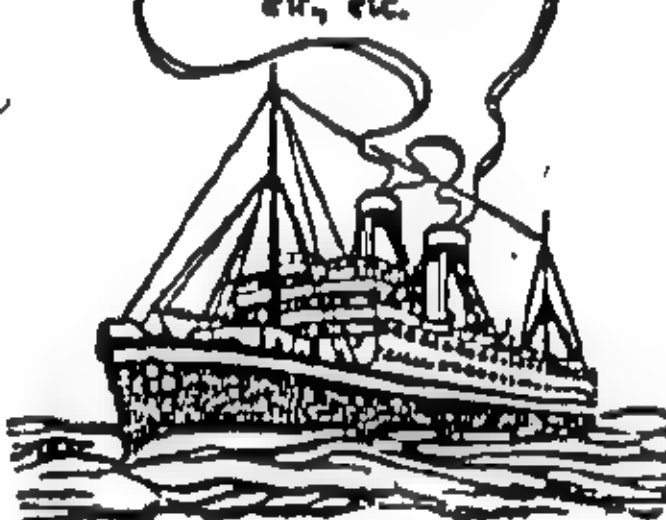
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FAREWELL TO MR. E. RALPHS.

AMBULANCE BRIGADE EULOGISE.

PRESENTATION MADE.

As one speaker put it, the hardest word to say, in any language is "Good-bye," and Hongkong's St. John Ambulance Brigade found it a difficult matter to bid farewell to Mr. Edwin Ralphs, their Assistant Commissioner, at the Hongkong Hotel roof garden yesterday afternoon.

The presentation of a handsome piece of silver to Mr. Ralphs was followed by him offering a shield for annual competition among the nursing section of the local movement.

The handsome silver tray with which Mr. Ralphs was presented bore the following inscription:

"Presented by the finance committee, officers and members of the St. John Ambulance Brigade, Hongkong, to Mr. Edwin Ralphs, who has served for 15 years as assistant commissioner of the brigade."

Seated alongside Mr. Ralphs at the main table were Messrs. A. Morris, Ho Kom-tong, Hon. Sir Shou-son Chow, Hon. Mr. R. H. Kotewall, C.M.G., LL.D., Messrs. Li Yau-tsun, C.B.E., T. N. Chau, Wong Kwong-tin, Wong Kam-fuk, A. el Arculli, A. Savage, Dr. W. V. M. Koch, Messrs. Kwok Siu-lau, J. Ralston and Dr. T. W. Ware.

The Presentation.

Mr. A. Morris, who made the formal presentation on behalf of the Brigade members, Vice Patrons and members of the Finance Committee, said: Ladies and gentlemen, we are assembled to pay tribute to our friend and Assistant Commissioner, on whom it has pleased H.M. the King to confer the highest rank of our order—Knight of Grace of the Venerable Order of St. John of Jerusalem—an honour coveted by many, but possessed by few; and to present him with this silver tray as a memento of the work he has done for the St. John Ambulance Brigade, and the St. John Ambulance Association, in the district of Hongkong and South China.

None but one who has actually handled the work and intricacies of the Brigade knows of the multifarious duties entailed as Assistant Commissioner, duties for many years performed single handed, without hope or expectation of reward by our Assistant Commissioner.

However, it has been a labour of love in the fullest sense—a work for the benefit of the community and humanity, the alleviation of suffering, a work not to be assessed in terms of cash, nor yet by visible and immediate results, but one the effects of which are transmitted through the ages and benefits children's children.

I am confident that his self-imposed tasks have been a source of much happiness. Mr. Ralphs, you have laboured for the good of others and your labours have not been in vain.

Tried and Trusted Friend.

Ladies and gentlemen, we are losing a valued, tried and trusted friend: one who has listened with a sympathetic ear and who has been ready ever to assist to the utmost of his powers. His work for this Brigade dates back to 1914, from which year the organisation has grown in strength from a mere handful to above 300. His connexion with the St. John Ambulance Association is almost life long, for before coming East more than 35 years ago Mr. Ralphs was connected with Ambulance work in England.

Mr. Ralphs, you will be missed greatly and impossible to replace. Substitutes there may be, but there can be but one "you."

In asking your acceptance of this token, I am confident that I am conveying the sincere and hearty good wishes of all present, in wishing you a long, happy and peaceful retirement, and that when you look upon this souvenir you will remember your friends who are endeavouring to carry on the work inaugurated by yourself and maintaining the structure the foundations of which you have so well and truly laid.

You are bequeathing to this Brigade an heirloom which it should be the privilege and bounden duty of each member, Officer, Vice Patron and Surgeon to pass on to successors unimpaired.

I am betraying no secret when I tell you that Mr. Ralphs is not severing his connexion with us entirely, for he has consented to remain on our Roll as our representative in England.

We shall both know and feel that we have a friend and adviser who will be able to make personal representations to Headquarters in London when occasion and necessity arise.

Mr. Ralphs' Reply.

Mr. Ralphs, in reply, said: Mr. Morris, ladies and gentlemen—I have to thank you for your very kind words and to thank you all very warmly for the reception you have given me to-day and for the very beautiful piece of silver you present to me on my departure. It is not easy for me to say farewell, but it is yet more difficult when I meet you all face to face and receive such a demonstration of your goodwill as I now experience.

Not very long ago I addressed you on the work the St. John Ambulance Brigade has done in Hongkong, and it is unnecessary to refer to it again at any length. I should like to say a few words, however, about the future work of this Corps.

Our normal work is essentially the training of men to become expert in First Aid and of women to become expert in both First Aid and Home Nursing. Then we have the drill and the discipline which it entails, discipline which is valuable not only in itself but in that it enables us to work singly or in Companies, and creates a spirit of esprit de corps and at the same time of individual responsibility. But of all this you are well aware. Then we have taken up vaccination work and during the last two seasons we have vaccinated over four hundred thousand people in Hongkong, in the New Territory and the adjacent islands. In addition, a considerable amount of lecturing has been done, the ignorant classes being addressed—in their own tongue, of course—on matters of vaccination, dysentery, cholera, malaria, etc. These lectures, delivered, as I can testify, with fluency and emphasis, and illustrated with charts and diagrams—some of the latter fearsome and blood-curdling enough—have carried conviction to your hearers. But I want now to suggest what has been long in my mind, and that is an extension and development of your activities in the matter of public health, now that you have shown that you can carry out such work in addition to your normal activities.

Motor Ambulance Service.

First, there is the Motor Ambulance service. We have, as you know, a very fine Motor Ambulance presented to us by Miss Chan Yuk Hing a few months ago. The Ambulance is working, but we are greatly handicapped by the lack of a garage. We hope to erect a garage, with quarters for two attendants, so that the Ambulance shall be at the service of the public at any hour of the day or night. Given a suitable site, the scheme can quickly be carried out. At the same time, and in connexion with the Motor Ambulance Service, I wish you to take up the question of the

transport of sick people across the Harbour, or to or from ships. This question should not be difficult to solve; we need not—and cannot in fact—go to the expense of a special launch but it should not be difficult to co-operate with Government or shipping companies and so arrange that the sick or injured may be transported across the harbour and transferred to a Motor Ambulance with the minimum of discomfort.

Public Health.

Now going back to what I have said about an extension of your activities in the matter of public health. This can very usefully be done by a close co-operation with the public health authorities of the Colony; carry on the work you have done, but further assist the authorities in educating the ignorant in matters of hygiene and health, help to remove any prejudices that may still exist and convince your hearers that the efforts of the health authorities, and your work also, are entirely disinterested, and lead them to realise that in helping you they are helping themselves. To do all this effectively you will require to increase your numbers; you have now over 300 active and effective members, but to carry out health work adequately more will be needed. That Cadet companies may now be formed in connexion with the Corps; boys of the age of 14 may be recruited and given a modified course of training, and at the age of 18 may pass automatically into the Ambulance Brigade. One such company, fifty strong, has just been formed and I hope many others will join, for the members, while learning to become useful citizens, gain much valuable knowledge and above all learn the value of discipline and obedience,—qualities which, I fear, are not always conspicuous among the youth of to-day.

Well, ladies and gentlemen, I rise for the purpose of thanking you briefly—and I find myself doing that easiest of all things—

offering you a lot of advice! You know Mark Twain said somewhere—"To be good is noble; to show others how to be good is nobler—and no trouble!"

I feel very keenly indeed my severance from this Corps, but I shall, as Mr. Morris says, keep in constant touch with your work and represent you, when necessary, at our headquarters in London.

Thanks to Workers.

The Corps could not possibly have grown in strength and in efficiency as it has done, had I not had the help and co-operation of all of you present to-day. We have the active Ambulance and Nursing workers, who appear from time to time on public parades, and who are often seen at work in public, but we have many who work behind the scenes; of these I mention particularly the Finance Committee; then we have our surgeons, among them four ladies, who all give their services free and work very hard indeed. I could recite dozens of names of our supporters who help us in manifold ways, but I propose to mention only three. One is my old friend Dr. Koch, who has worked with me as our Chief Surgeon from the beginning and still labours for the cause; the second is Mr. Ho Kom-tong, who also has been a tower of strength and who, in what he terms his old age (though I hope that if I live to reach his present age I may be half as vigorous as he) Mr. Ho, I say in his old age, arrayed himself in uniform—which I know he has found eminently uncomfortable—and appears regularly and valiantly on parades, as an example to the younger members. You will all join in my profound regrets on hearing that Mr. Ho Kom-tong resigns to-day his rank as District Officer; like myself, he begins to feel that he is too old for the active duties the office demands; to my great relief, however, he is retaining his position as Chairman of the Finance Committee and will continue his interest in the work.

Mr. Morris' Services.

Lastly, I refer to Mr. Morris. I need not say anything about the wonderfully good service he has rendered; I have gradually handed over the working of the Corps to him and now he takes over full control as Officer in Charge of the District, and I have requested our Chief Commissioner, Major-General Sir Havelock Charles, to promote him as early as may be to the rank of Assistant Commissioner. I know you will accord to Mr. Morris the loyal support you have always given to me and I look forward confidently to a great development of the Corps under his able command.

I leave the Corps and the Colony with profound regret; I had hoped to stay on until early next year, as requested—and very kindly so—by Government, but on medical advice and with the consciousness that age alas may not be defied, for though it is true that one should measure one's age rather by the increasing strength of the spirit than by the decreasing strength of the body, there comes a time when the latter may no longer be ignored, therefore I bow to the inevitable, and make my bow!

I cannot express the gratitude I feel towards you all for your constant kindness and support, and lastly for this generous gift; but even without it I could never forget the St. John Ambulance Brigade in Hongkong and all who worked with me so loyally and happily in the Corps. Ladies and Gentlemen, again I thank you.—(Applause.)

"I have taken upon myself a pleasing duty to perform before I sit down," Mr. Ralphs concluded. "We have an efficiency shield which is competed for annually among the men's divisions but there has never been any similar shield in the nursing divisions. With Mr. Ho Kom-tong's permission I am presenting the Corps with a shield to be known as the Ho Kom-tong Shield for competition between the nursing divisions." (Continued on Page 3.)

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THE NEED FOR VOLUNTEERS.

SUGGESTED RECRUITING BY LADIES.

A novel solution to the difficulty of getting young men to join the Volunteers was suggested by H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., when speaking at the annual smoking concert of the Hongkong Volunteer Defence Corps at Headquarters last night. He appealed to the ladies of Hongkong not to dance, swim with, play golf with, or speak to any young man who was not a Volunteer, and forecasted a waiting list of hundreds if the ladies gave their help in putting the scheme into effect.

Major H. B. L. Dowbiggin presided over a large gathering, which included Rear-Admiral R. A. S. Hill and the Hon. Mr. W. T. Southorn, C.M.G. During the evening His Excellency distributed prizes won during the year.

After the Loyal Toast had been honoured, the chairman expressed thanks to His Excellency for distributing the prizes. The chairman also expressed thanks to all those who had helped the Corps, including His Excellency's staff, especially Colonel W. F. Hanna, who would, he regretted to say, be leaving them soon. The chairman also thanked Rear-Admiral R. A. S. Hill for the loan of the range on Good Friday and also Capt. Quinlan, the officer in charge of the range. In addition the chairman thanked subscribers to the Sports Fund and the officers and men who had helped to make the life meeting and supper successful, particularly Lieut. Stewart, Pte. Frith, Lieut. Bottomley and Pte. Blackley. Thanks were also expressed by the chairman to Capt. R. C. Strachey, who had carried out his duties as Acting Adjutant in a most efficient manner.

The chairman also welcomed Capt. Goater, the new Adjutant, and hoped that he would have a successful term of office.

Question of Discipline.

Major Dowbiggin continued he felt that there were many young men, especially recent arrivals, who ought to be in the Corps quite apart from patriotic motives and reasons. Those reasons were personal reasons. They were missing a great deal by standing aloof and not joining in with the best and cheapest club in the Colony. They suffered, also, from the lack of that little discipline and comradeship they would have as members of the Corps.

He continued that he was a firm believer in the fact that the efficiency of the Corps had suffered and, as in any other corps, would continue to suffer, by the discipline being made too easy. His experience with other volunteers in the East in which he had served was that a higher standard of efficiency made the men all the more keen to join. There were some men who would be ashamed to think they were efficient because they had attended ten parades. They did many more parades and benefited as a result. The speaker urged them not to be content with any reduced standard but to work together and raise both the standard of efficiency and the numbers of the Corps.

Prior to distributing the prizes, His Excellency said:—It is possibly known to at least a few of you here to-night that it was my privilege to be asked to give away these prizes last year, but I can assure you that I approach it this year with greater confidence. At this time last year, comparatively speaking, we were unknown to each other, as I had only just arrived, but it is my belief that after having been here a year, considerable mutual regard exists between myself, as Officer Commanding in China, and the officers, N.C.O.'s and men of the Volunteer Defence Corps (applause).

I quite agree with Major Dowbiggin that, possibly, this unit might be more efficient, but I can only say that in my official report of this year I stated my considered opinion to be that the training, and especially the life you live in camp, compares favourably with that of any Territorial unit in the United Kingdom (applause). I paid a special tribute to such evenings as this which provide striking testimony to the good fellowship and comradeship which exist in this corps.

Is there a Remedy?

I agree with Major Dowbiggin, and it is a mystery to me, why more young men do not join. I do not despair of finding some solution to the mystery but it does seem most peculiar to me. The feeling that there is no need for them to join for the sole purpose of imperial defence is a true one and I am quite ready to admit that the fear of attack on Hongkong is not such as to make the ordinary, normal, young man join for that purpose.

I should have thought it would have formed a most pleasing

JAPANESE COTTON INDUSTRY.

FURTHER CURTAILMENT OF PRODUCTION.

Osaka, May 30.

The committee of the Japan Cotton Spinners' Association has decided on a ten per cent. increase in the rate of curtailment of production of yarn, making a total of approximately 27 per centum, effective from June 16 up to the end of the year.

This decision is subject to the approval of a general meeting, called for June 7.—*Reuter.*

change to the ordinary routine and everyday life in Hongkong, if I may say so without offence. I should have thought that would be sufficient to make them join but we have got to find a solution. I cannot say that my solution is a good one but I feel we could make it a fashion as fashion appeals not only to young ladies, but to young men also. We should make it a fashion so that young men would feel that they ought to join as that would be a far stronger incentive than imperial defence.

I purpose to make a special appeal to the young ladies of Hongkong—to form themselves into a league—and take a vow that they will not dance, bathe with, play golf with or speak to any young man (laughter and applause) say under 20 years of age, who does not join the Volunteer Defence Corps at once. If we can only do that I am quite certain we should have hundreds of men lining up ready to join and hundreds of others on the waiting list (laughter).

After all, we have to admit that women are taking a greater part in world affairs. We poor, miserable men (laughter) have to admit that we are gradually being pushed out of our jobs by the fairer sex. I have not the least doubt that in 50 years time the General Officer Commanding in China will be replaced by a highly efficient warlike Amazon who will, no doubt, carry out her work with even greater efficiency than I do myself (laughter).

When the dollar has gone down to shapence taipans will be replaced by taipans. They will drive in their cars like Queen Beodicea, mowing down their miserable male assistants who will be jogging along in chairs or rickshaws (laughter).

In conclusion, His Excellency welcomed Capt. Goater who had a very fine record, and he (the speaker) said he had every belief it would not be long before they had the greatest confidence in him (applause). His Excellency thanked the members of the Corps for a very pleasant evening on behalf of himself and staff and all the guests present.

He then distributed awards to the following:

Winners of Competitions.

Nathan Cup for Efficiency.—Won by the Machine Gun Troop.
Commandant's Cup for Musketry.—Won by Corps Signals.

Lugard Cup for Machine Gun Firing.—Won by No. 6 Platoon.
Blake Shield.—Won by No. 6 Platoon. (Lt. G. M. Duncan, Sgt. G. H. Cuthill, Pipe-Maj. W. C. K. Mackie, L/Sgt. F. C. Goodman).

Francis Cup.—Won by No. 6 Platoon. (Lt. G. M. Duncan, Sgt. G. H. Cuthill, Pipe-Maj. W. C. K. Mackie, L/Sgt. F. C. Goodman).

Jar Competition.—Won by No. 10 Platoon. (L/Cpl. H. R. Pinna, Pte. E. U. Alves, Pte. Xavier, Pte. L. Roza Pereira).

Musketry Competition.—1st. L/Sgt. F. A. M. Rosario (No. 12 Platoon). 2nd Sgt. G. H. Cuthill (No. 6 Platoon). 3rd Cpl. R. J. Grievie (M. G. Troop).

Corps Championship.—1st Capt. E. J. R. Mitchell (M. G. Company). 2nd Pte. McLennan (No. 5 Platoon). 3rd Sgt. G. H. Cuthill (No. 6 Platoon).

Southern Cup.—Won by Capt. E. J. R. Mitchell.
Tyrone Competition.—Won by L/Cpl. M. A. Silva.

Revolver Competition (Open).—1st Mr. P. Fletcher (Police Reserve). 2nd P. O. Parsons (Range Staff).

Revolver Competition (Corps).—1st Pipe-Maj. W. C. K. Mackie (No. 6 Platoon). 2nd Pte. K. McLennan (No. 5 Platoon).

Reserves Challenge Cup.—Won by Pte. T. Williams.
Battery Cup.—L/Bmdr. Black.
Band Attendance Cup.—Bndsmn. Fernandez.

Lusitano Cup.—Sgt. F. P. Sequeira (No. 10 Platoon).
Sports Cup.—Won outright by Machine Gun Company.

Attack Competition.—Won by No. 7 Platoon. (Capt. Forsyth), Sgt. Parkinson, Pte. McLennan, Pte. Summers, Pte. Younger and Pte. Stainton).

The following contributed to an enjoyable programme.—Messrs. Dick Bart, J. W. Blackley, A. Davidson, H. J. Fountain, L. A. Jeeves, V. C. Labrum, W. Mackie, G. McLeod, D. M. Richards, M. A. Silva and G. W. True, Mr. T. Parkinson was the M. C.

FAREWELL TO MR. E. RALPHS.

(Continued from Page 2.)

divisions. It has been decided to present the 1929 award to the Victoria division, the elder of the two.

Miss Heang accepted the shield on behalf of that division.

Thirty-Three Years Service.

Mr. Ho Kom-tong, addressing those present, said: The hardest word to express in any language, no doubt, is to say "goodbye". It is scarcely possible, therefore, to avoid sharing the mixed feelings of joy and regret that have brought us together this afternoon. We are here to do honour and to bid farewell to an old and highly esteemed friend and a most valuable member of the St. John Ambulance Brigade, towards whom we cannot but feel an especial welcome, an especial pride and an especial gratitude for all that he has contributed to the education and ambulance work in the Colony. Thirty-three years of service to the Colony is a splendid and extraordinary record that any man can be proud of and should deserve high praise from any Government. In the Ambulance work, Mr. Ralphs deserves well our gratitude for the new road that he has pioneered and for having put the local Brigade on so firm and efficient basis as it is at present. In both the educational and ambulance history of Hongkong, Mr. Ralphs' name is written large and chiselled deeply, like the poor negro who said of Abraham Lincoln on an impressive occasion, "Massa Linkum am eberrwhere."

I am afraid that time will not permit me to say all that is in my mind. I would like to add, however, that it is my privilege to have associated with Mr. Ralphs in the St. John Ambulance work ever since 1915 and during this period I have found most harmonious relations existing between him and the entire corps and his work is so great a merit, I am sure all workers of the St. John Ambulance Brigade will join me in saying "Well done, good and faithful."

A Distinct Loss.

Mr. Ralphs' departure constitutes a distinct loss to us, but we are glad that he has the opportunity of enjoying at last a well-merited rest and we wish him a long and happy retirement at home with his family. Now his task is smoothly done, he can fly or he can run quickly to the green earth's end.

We may also congratulate ourselves that Mr. Ralphs' mantle has fallen on Mr. Morris, who is in every sense a worthy successor. In fact, Mr. Morris has proved his sterling worth during Mr. Ralphs' absence on leave on several occasions and carried on the work most successfully. Not only is Mr. Morris willing to toil arduously and cheerfully, but he is always ready to take the rough with the smooth, which is a great essential quality in the ambulance work. Thus with all Mr. Ralphs has said of him, I am in thorough agreement.

With your permission, I would wish to take this occasion to inform all the members that on account of old age, I have recently resigned from the Corps as District Officer, but still keep up my keen interest as Chairman of the Financial Committee. I would point out, in passing, that although the Brigade has made gratifying progress, there is still much to be done. From this time onwards, under the able leadership of Mr. Morris, you must not relax, rather should you increase your efforts to promote the ambulance cause.

Public's Generous Response.

Some of you doubtless recollect that since the St. John Ambulance started in 1915 in Hongkong, no appeal has ever been made to the Government for financial aid. In 1926, when Sir Cecil Clementi first came to Hongkong, he was so well pleased with the Ambulance work that he did all he possibly could to encourage and inspire in the progress of the Brigade and subsequently the membership roll increased from 150 to more than 300. I am thankful to say that since Sir Cecil's regime, our appeals to the public have met with remarkably generous response. Now and again liberal contributions have been received, which is a clear indication of the appreciative attitude of the general public.

Let me add my quota to what has always been said in praise of the St. John Ambulance. I associate myself with Mr. Ralphs and Mr. Morris in thanking most sincerely the members of the Financial Committee for organizing the Chinese theatrical performance once a year, from which the Brigade has been able to derive a somewhat substantial income. Our hearty thanks are also due to all members and officers for their devotion and unselfish labours for the good of the Ambulance cause in Hongkong.

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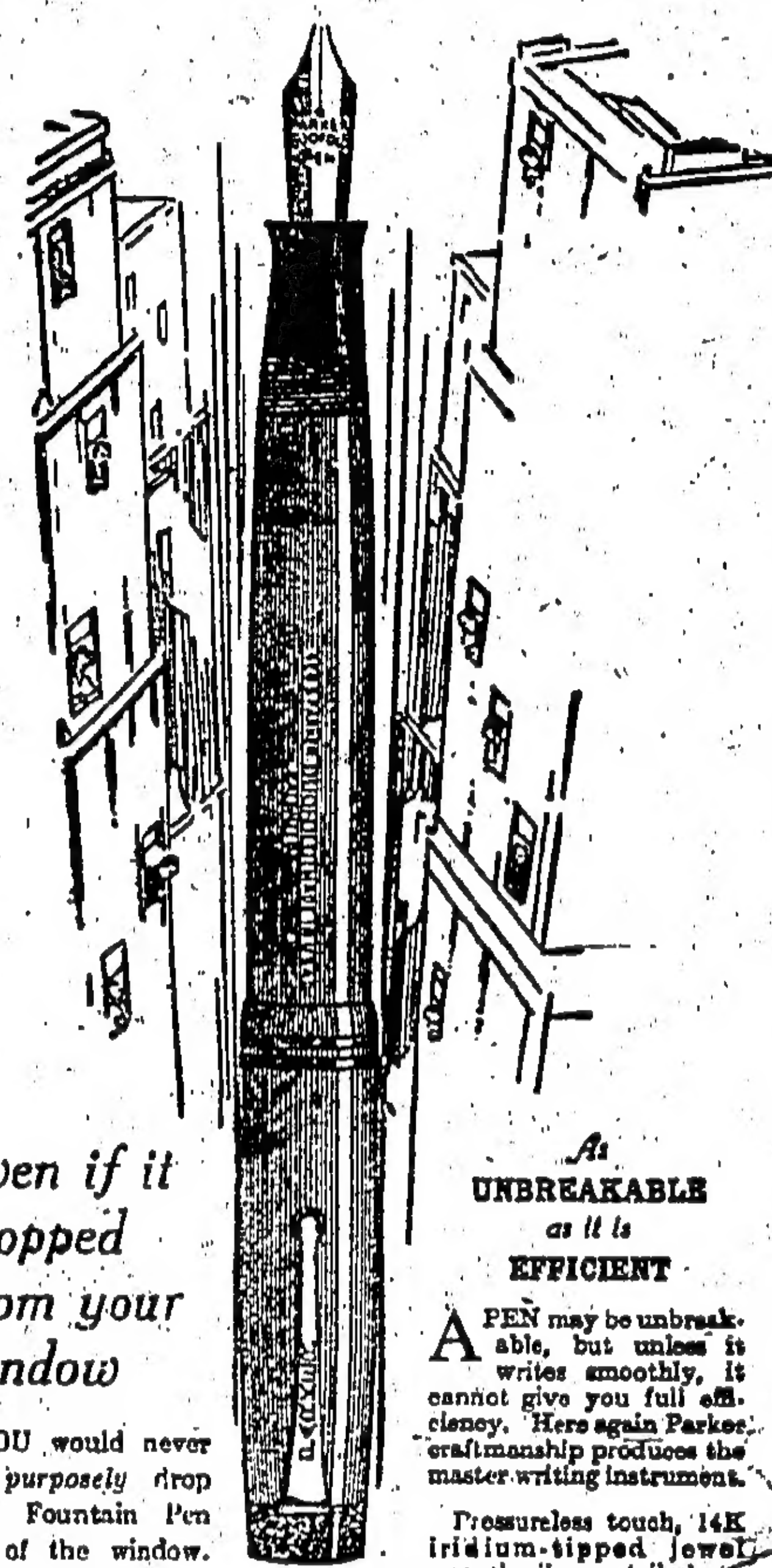
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595, 598, 618, 634, 638, 639, 642,
650, 667, 671, 678.

PREMISES TO LET.

TO LET.—Available 1st July, No. 2, King's Park Buildings, Austin Road, Kowloon, 4 roomed Flat. Modern Conveniences. Apply Union Trading Co. Ltd., York Building.

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THE SUBSCRIPTION LIST will be opened on Monday 2nd June 1930, and will close on or before Wednesday 11th June 1930.

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Messrs. Russ & Co., Solicitors, Bank of Canton Building.
Messrs. Perry Smith, Seth & Fleming, Bank of Canton Building.
Company's Registered Office, 36, Queen's Road Central, 1st floor.



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(Ten Cents a Dance.)
- 22351 Gone.
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- 22349 Sing a Little Theme Song.
(When the Little Red Roses.)
- 22332 One I Love.
(Blue Turning Gray.)
- 22326 Thank You Father.
(Good For You.)
- 22321 Stein Song.
(St. Louis Blues.)
- 22307 So Sympathetic.
(Where the Golden Daffs.)
- 22304 We Love Us.
(Talk of the Town.)
- 22291 Congratulations.
(Funny Dear.)
- 22137 Miss Wonderful
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(Entrance Ice House Street.)
Telephone 24648.

New Advertisements

A. S. WATSON & CO. LIMITED.
NOTICE.

On Tuesday, KING'S BIRTHDAY, the 3rd June, 1930, all Departments will be CLOSED.
The Hongkong Dispensary, Dispensing Department, will be opened for dispensing prescriptions from 10 A.M. to 1 P.M. and from 5 P.M. to 7.30 P.M.

A. S. WATSON & CO. LIMITED.
Hongkong, 30th May, 1930.

NOTICE.

The entertainment promoted by the members of the Juvenile Society for Saturday has been postponed to Friday 6th June. Tickets sold for the first mentioned date can be used on the latter.

NOTICE.

I have this day appointed Mr. A. R. Pinguet as my Attorney with power to sign documents for myself and my Firm.

P. M. PINGUET,
P. M. Pinguet & Co.
French Bank Building.
Hongkong, 29th May, 1930.

HONGKONG JOCKEY CLUB.
NOTICE.

The Half Yearly General Meeting of Voting Members will be held at the Club House, Happy Valley, on Wednesday, 4th June, 1930, at 5.30 p.m.

HONGKONG JOCKEY CLUB.

NOTICE is hereby given that an Extraordinary General Meeting of the Voting Members of the Hongkong Jockey Club will be held at the Club House, Happy Valley, Victoria in the Colony of Hongkong, on WEDNESDAY, the 4th day of June, 1930, immediately after the Half Yearly Meeting of Voting Members, for the purpose of considering, and if thought fit, passing the following resolution:—

"That the present unincorporated members Club known as the Hongkong Jockey Club be incorporated and registered in Hongkong under the Hongkong Companies Ordinances as a company limited by guarantee and that the name of such company shall be The Hongkong Jockey Club and that the draft Memorandum and Articles of Association contained in the printed document submitted to the meeting and for the purpose of identification subscribed by the Chairman thereof be approved and adopted as the Memorandum and Articles of Association of the Club as incorporated and that the same be subscribed by the existing Stewards of the Hongkong Jockey Club and registered as such and that the company be registered without the addition of the word Limited to its name as being an association which intends to apply its profits in promoting its objects and which prohibits the payment of any dividends to its members and that the existing Stewards of the Hongkong Jockey Club do forthwith after the incorporation and registration of the said company transfer and assign all the property effects benefit and liabilities of the present unincorporated Hongkong Jockey Club to the company so incorporated and registered."

And notice is hereby also given that a further Extraordinary General Meeting of the Hongkong Jockey Club will be held at the same place on MONDAY, the 23rd day of June, 1930, at 5.30 o'clock in the afternoon for the purpose of receiving a report of the proceedings of the above mentioned meeting and of confirming, if thought fit, the above mentioned resolution.

Copies of the proposed Memorandum and Articles of Association are open to the inspection of members and can be seen during the usual business hours at the office of the Secretary, Mr. C. B. Brown, Messrs. Linstead & Davis, Alexandra Buildings, Hongkong, and at the office of Messrs. Deacons, 1, Des Voeux Road Central, Hongkong, the Club's Solicitors and at the Club House, Happy Valley, Hongkong.

Dated the 21st day of May, 1930.
By Order,
of the Stewards,
C. B. BROWN,
Secretary.

G. R. NOTICE.

H. M. the King's Birthday Review 3rd June, 1930.
The Public are hereby notified of the following Traffic arrangements which will be enforced during the Ceremony at the Cenotaph.

- 1 Motor cars conveying officials to the Ceremony at the Cenotaph will be stopped at the junction of Des Voeux Road Central, and Jackson Road where the occupants will alight. The cars will then be sent to Chater Road west, of the Statue to park there.
- 2 From 9.45 a.m. to 11.30 a.m. motor omnibuses and lorries travelling along Caine Road, in an easterly direction will be diverted by way of Arbuthnot Road, Hollywood Road, Lyndhurst Terrace, and Wellington Street to Queen's Road Central, and arriving Blake Pier via Pedder Street. From the lower levels to upper levels these vehicles will travel by way of Pedder Street, Queen's Road Central, and Ice House Street.
- 3 From 9.45 a.m. to 11.30 a.m. motor omnibuses and lorries travelling East along Queen's Road West will be diverted by way of Bonham Strand West, Morrison Street and Des Voeux Road Central. The return journey will be made by way of Des Voeux Road Central, Wing Lok Street and Bonham Strand West.

Between the hours of 9 a.m. and 12 noon vehicles will not be permitted to park in Connaught Road Central between Pedder Street and Murray Road; Chater Road, east of Queen's Statue; Wardley Street north of Queen's Statue, and in Jackson Road.

No vehicular traffic will be permitted in Connaught Road Central between Pedder Street and Murray Road between the above hours.

T. H. KING,
Ag. Inspector-General of Police.
Hongkong, 29th May, 1930.

HONGKONG FLYING CLUB.

Opening Ceremony Next Saturday afternoon.

The official opening of the Flying Club's Hangar and Club premises will be performed by H. E. Sir William Peel, K.B.E., C.M.G., at four o'clock next Saturday afternoon, May 31st, at Kai Tak Aerodrome.

A special motor bus belonging to the Kowloon Motor Bus Company will run every fifteen minutes from the Star Ferry to the Club premises between 3.15 p.m. and 4.30 p.m.

Tea will be provided in the Club House and all interested in aviation are requested to apply to any of the following committee members for invitations.

The Hon. Mr. W. E. L. Shenton, Capt. K. B. B. Benfield, D.S.O., M.C., Wing Commander, A. H. S. Steel-Perkins, O.B.E., R.A.F., Lieut. Commander H. Squance, Mr. E. I. Wynne-Jones, Dr. F. G. Farr, Mr. C. D. Lambert, Mr. J. Chou, Mr. Wong Kwong-tin, or Mr. A. W. Summers, c/o Thos. Cook and Son Limited, Pedder Building.

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during Summer months.

The Management beg to inform their patrons that at the Peninsula Hotel Tea Dances will be held on Saturdays only.

At the Hongkong Hotel no Tea Dances will be held during the Summer months.

The Hongkong & Shanghai Hotels, Ltd.

THE STAR TAXICAB CO.,

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TAXI SERVICE

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Six Cylinder CHEVROLET
Taxis accommodating Five
persons in comfort at FORTY
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Taxis to be had at the Star
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CHURCH NOTICE.

To-morrow Sunday
After Ascension.

LOCAL SERVICES.

St. John's Cathedral, Hongkong,
June 1st, 1930, Sunday after
Ascension Day. Holy Communion
8 a.m. Holy Communion (Peak
Church) 8 a.m. Children's
Service 10 a.m. Choral Eucharist
and Sermon 11 a.m. Preacher:
Rev. H. V. Koop. Evensong
6 p.m. Preacher: The Dean.

Union Church, Kennedy Road.
Divine worship will be held as
follows—Morning, 11 o'clock,
Evening, 6 o'clock. Preacher
at both Services, the Rev. John
Foster, of Canton.

First Church of Christ Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday
Service, 11.15 a.m. Subject
"Ancient and Modern Necromancy, Alias Mesmerism and Hypnotism, Denounced." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon.
1st June, Sunday after Ascension
Day. 8.15 a.m. Holy Communion. 11.00 a.m. Morning Prayer, Sermon and Holy Communion. 6.00 p.m. Evening Prayer and Sermon. 7.00 p.m. Social Hour in Church Hall; all are welcome. Preacher at Morning and Evening Service Rev. E. H. V. Brougham M.A. from South Australia. All offerings in aid of the work of the Missions to Seamen.

Seventh Day Adventist Chapel
20, Ice House Street. Saturday
Sermon—5.15 p.m. Sunday
Night meeting 8.30 p.m. "The Healing of the Deadly Wound" by Lyman W. Shaw, Pastor. Meeting for Prayer—Wednesday, 8.30 p.m.

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Prince Edward Road,
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Flats with modern conveniences.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

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999 Cases Oval Sardines.

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The Undersigned have received instructions to sell by Public Auction,

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A Collection of about Three
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On View from Wednesday,
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Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

BANK HOLIDAYS.

In Accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the Transaction of Public Business on Tuesday, the 3rd of June, (The Birthday of His Majesty the King).

Hongkong, 29th May, 1930.

DOUGLAS STEAMSHIP CO. LTD.

The Ordinary General Meeting of the Shareholders in the above Company will be held at the Company's Offices, P. & O. Building on Wednesday, June 4th, at 11 a.m. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1929.

The Transfer Books of the Company will be closed from 29th of May to 4th of June, both days inclusive.

DOUGLAS LAPRAIK & CO.
General Managers.
Hongkong, 17th May, 1930.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

The Forty-Ninth Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co. Ltd., Pedder Street, Hongkong, on Wednesday, the 18th June, 1930, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 11th June to 2nd July, 1930, both days inclusive.

By Order of the Board.
JARDINE, MATHESON & CO. LTD.
General Managers.
Hongkong, 28th May, 1930.

NEW TAXI SERVICE
FOR HONGKONG.

THREE CARS TO START
TO-MORROW.

The public will be interested to hear that a new taxi-cab company, called the Star Taxi-cab Company, has just been formed in Hongkong.

This service will commence to-morrow, when three new six-cylinder Chevrolet motor-cars will be placed in operation. Ten other cars, exactly of the same make, are due to-morrow and it is hoped that by the middle of June, a fleet of about 15 new cars will be on the road in the Colony.

It is worthy of note that these new cars have accommodation for five persons instead of four as in the case of taxis already in operation. The fare to be charged is the same as the public have to pay at present—forty cents a mile.

Representing the latest in the New Chevrolet Six, these three cars are among the latest batch received in Hongkong by the Hongkong Hotel Garage, who are the agents for Chevrolets. Comfort is the key-note of these cars, which can ascend Garden Road on second gear without any difficulty when fully occupied.

The management of the Star Taxi-cab Company has taken great care over the selection of drivers, and only men with over five years' experience of local traffic conditions have been employed. They will be uniformed. It has been arranged to park these cars outside the Star Ferry Wharf at present.

POST OFFICE NOTICE

PUBLIC HOLIDAY.

On Tuesday, the 3rd June the G.P.O. will be open from 8 a.m. to noon, Kowloon Post Office 8 a.m. to 11 a.m. and the other Branch Post Offices 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes, one delivery of ordinary correspondence as on Sundays, and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

From Shanghai and Swatow Due
Per Szechuen May 31
Chicago Maru May 31
(Europe via Negapatam, Ceylon and papers London 1st May)

Jeypore June 1.
(Ship due 31st May, 6 p.m.)
Pres. McKinley June 1.
Emp. of Russia June 1.

San Francisco (9th May), Honolulu, Japan and Shanghai June 2.
Shanghai and Amoy June 2.
Shanghai June 2.
General Metzing June 2.

Japan and Shanghai June 3.
Calcutta and Straits June 3.
Nam Sang June 4.
Wakasa Maru June 4.

Tanda June 4.
Sandakan June 4.
Tjilliwong June 4.
Sydney Maru June 5.

Seattle (17th May), Canada, Japan and Shanghai June 6.
Australia and Manila June 6.
Canada, (29th May), U.S.A., Japan and Shanghai June 6.

Empress of Asia June 16.
Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For Date and Time.
Fort Bayard Sat., May 31, 2.30 p.m.
Sam Shui and Wuchow Sat., May 31, 4 p.m.
Calcutta via Straits Sat., May 31.

Parcels 4 p.m.
Letters 5 p.m.

*Straits, Ceylon, India, Mauritius, East Africa via Mombasa and South Africa via Lourenco Marques Sat., May 31, 5 p.m.
Chicago Maru Sat., May 31, 5 p.m.
Pres. Harrison Sat., May 31, 5 p.m.
Hector Sat., May 31.

Registration 5 p.m.
Letters 6 p.m.

Foochow and Wei Hai Wei via Swatow Sun., June 1, 9 a.m.
Bangkok via Swatow Sun., June 1, 9 a.m.
Swatow, Amoy and Formosa Sun., June 1, 9 a.m.
Hagan Maru Mon., June 2, 8.30 a.m.

Amoy via Swatow Mon., June 2, 1.30 p.m.
Swatow Mon., June 2, 3 p.m.
Hydranges Mon., June 2, 3 p.m.

*Japan, Honolulu, Canada, U.S.A., Central and South America and Europe via San Francisco Pres. McKinley Mon., June 2.

Parcels 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
(Due San Francisco 25th June.)

Shanghai and Europe via Siberia Pres. McKinley Mon., June 2.

Registration 5 p.m.
Letters 6 p.m.

Hoihow and Bangkok Chinghua Tues., June 3, 8.30 a.m.

Saigon, Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles General Metzing Tues., June 3.

K.P.O.
Registration 10.30 a.m.
Letters 10.30 a.m.
G.P.O.
Registration 11.15 a.m.
Letters Noon
(Due Marseilles 5th July.)

Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Vancouver B.C. & Europe via Siberia. Ship sails 6 a.m. 4th June.

Emps. of Russia Tues., June 3.

Parcels 11 a.m.
Registration 11.15 a.m.
Letters Noon
(Due Vancouver B.C. 21st June.)

Manila Pres. Jefferson Tues., June 3, Noon.

Swatow, Amoy and Foochow Haiyang Tues., June 3, noon.

Rabaul Bremerhaven Tues., June 3, noon.

Fort Bayard, Hoihow, Pakhoi and Haiphong Tonkin Tues., June 3, noon.

Hoihow, Pakhoi and Haiphong Lmchow Wed., June 4, 8 a.m.

Swatow Kwongsang Wed., June 4, 8.30 a.m.

Iloilo Margaret Dollar Wed., June 4, 10.30 a.m.

Straits, East Africa, via Mombasa, South Africa via Lourenco Marques and South American Ports Wakasa Maru Thurs., June 5, 2.30 p.m.

Manila, Australia, (except places North of Townsville) and New Zealand via Brisbane Sydney Maru Thurs., June 5.

Registration 4.15 p.m.
Letters 5 p.m.
(Due Brisbane 19th June.)

Amoy, Sandakan, Australia and New Zealand via Thursday Island Sui Sang Thurs., June 5, 5 p.m.

Tanda Fri., June 6.

Parcels Noon.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Thursday Island 22nd June.)

Manila Tenyo Maru Fri., June 6, 2 p.m.

Swatow, Amoy and Foochow Hai Ning Fri., June 6, 2 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles Kumsang Fri., June 6.

Parcels noon.
Letters 1 p.m.

at Wolsey, and late at night two coaches more of visitors arrived and got in without paying. Pearman was one, and later was the centre of disturbance. It was stated that it was difficult to get doorknockers owing to visitors threatening to fight them.



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No one need be denied the advantage of a regular supply of **NATURAL** Cow's Milk—not even in tropical countries.

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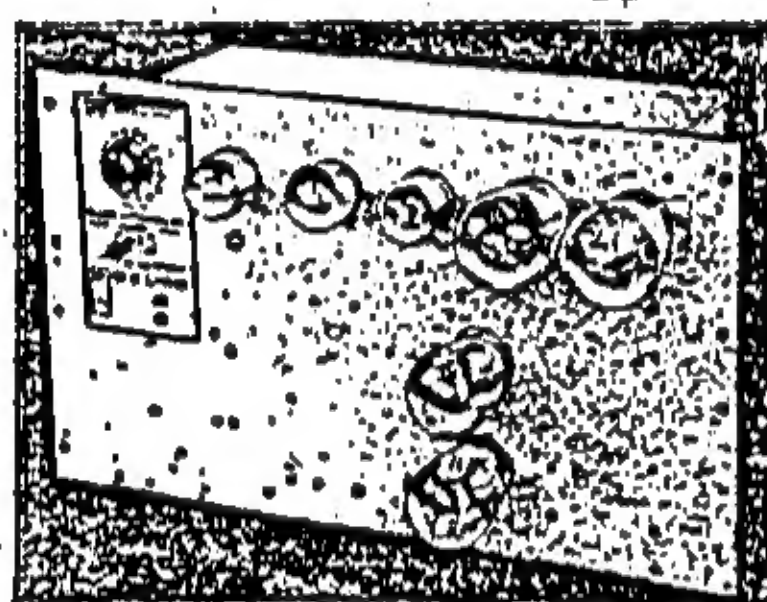
Drink natural cow's milk daily by asking for "Bear Brand."

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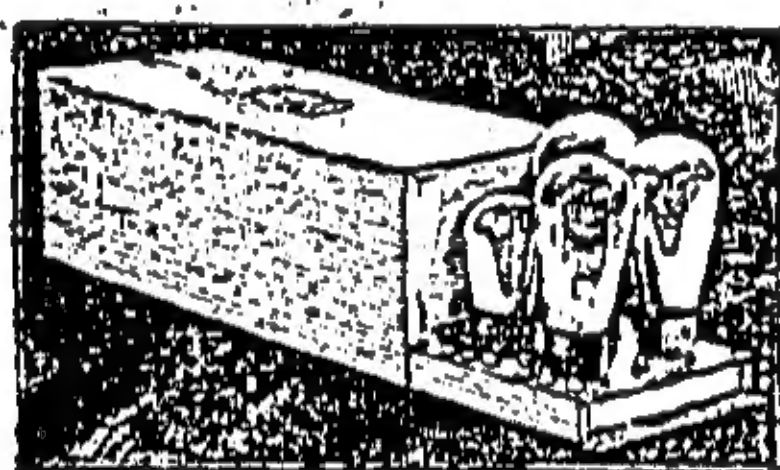
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The 690 and 691 three-stage, a.c. operated, dual push-pull power amplifiers have enjoyed great popularity with experimenters in sound amplification. These amplifiers provide possibility of coverage of thousands of people with really unbelievable tone fidelity. Operate from 1 to 20 auditorium or other electro-dynamic speakers, or up to 300 magnetic speakers.

(690 and 691 3-stage)



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(679 Two-stage)

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Tel. 21877.

WOMAN'S WORLD FOR OUR LADY READERS.



Headlines of style insist on trimmed hats for silks frocks. Left: For afternoon, to wear with a chiffon frock, a medium-sized picture hat in pink lace 'erin straw is made with double pipings of a dusky pink taffeta, a bow of the taffeta across the back and two pink gardenias of an intermediate shade snuggled down, well out on the brim. Right: For the silk 'allour of flat crepe, with all-over tucked jacket and skirt, irregularly brimmed natural ballbunt introduces a Roman striped ribbon banding as the newest vogue in trims.

Of Interest.

JADE COCKTAIL SET.

Styrian jade makes ideal cocktail sets. Small glasses in the shape of a cup are set on silver stands, and the tray, also of Styrian jade, has a silver bar round the edge. The shaker is of silver with a rim of jade and it is surmounted by a fine looking cockerel carved out of cornelian.

Evening Cigarettes.

An elaborate cigarette case for use in the evening has a realistic picture depicting an Eastern scene with a Mosque in the distance and tiny figures in the foreground. The scenery is shown in mother-of-pearl, picked out in emeralds and diamonds, and the scenery is enclosed in sides of gold, while the ends are of onyx.

Coral Evening Bag.

An exquisite evening bag is made of coral coloured velvet and decorated with coral chips and beads. The chips of coral form a lattice-work design on both sides of the bag, and the design is starred with beads. The bag is finished with a prong of coral which serves as a fastener at the top.

Filigree Necklace.

A necklace for day wear is composed of filigree silver. The trinket, which is about two inches in width, lies flat on the neck, and depended from the silver are small black crystal drops.

Evening Shoes.

Since the fashion of perfectly plain evening shoes dyed to match one's frock has become so popular few new designs in shoes for evening have been noticed. However, the crepe-de-Chine and satin Court shoes are once again being decorated in various ways, and one of the most attractive is to have the toe of the shoe entirely covered in applique gold or silver leaves. Another Court shoe, in black satin, has a hand-painted design on the toe, in the form of a brightly-coloured cockatoo.

Collar Necklace.

The old-fashioned dog collar necklet is returning in a new form. Circles of diamante set in silver are strung together in the shape of a dog collar and edged at the sides with black enamel. The necklace looks exceptionally smart when worn as the sole ornament with a simple black afternoon frock.

Motor Brooch.

To have a model of one's own car as a brooch is certainly original. The car looks best when it is of the long sporting shape, with the body composed of onyx. The steering-wheel and top of the body are picked out in diamonds. This can, of course, be copied in coloured enamels or other semi-precious stones.

Shagreen Cigarette Box.

A useful cigarette box has a tray attached, into which are fitted six crystal ashtrays. The trays are set at either side, giving the box the appearance of an ink-stand. The model is made of shagreen, and both box and tray have a border of many-coloured shagreen, set in a "crazy" pattern.

Your Children.

[By Olive-Roberts Barton.]

There is an enormous difference between the mother who "neglects" her child from selfishness and the one who does it deliberately, thoughtfully, for his own good once in a while.

That a child does profit by well-chosen neglect now and then—lack of attention we'll call it, for a better sounding name—is as true as the stars.

Perhaps this is the explanation of the fact that children of the by-gone large families were less self-centred, more capable and, yes, more generous on the whole than the average child of today.

As a people we are working more together—as individuals, we are decidedly for number one. Ego is spelled with a capital. The child

at home who gets everything and has everything done for him from the time his breakfast is set before him until he is tucked into bed at night would be a miracle if he grew up expecting anything else.

I have in mind one mother who was fond of saying: "But Junior is so young! Children don't understand trouble and I try to spare him all I can."

It's Common Weakness.

She wasn't at all unique. I, and every other mother I know, have said the same thing. We mothers are made that way. We'll shield our young, if it's possible, to the last ditch.

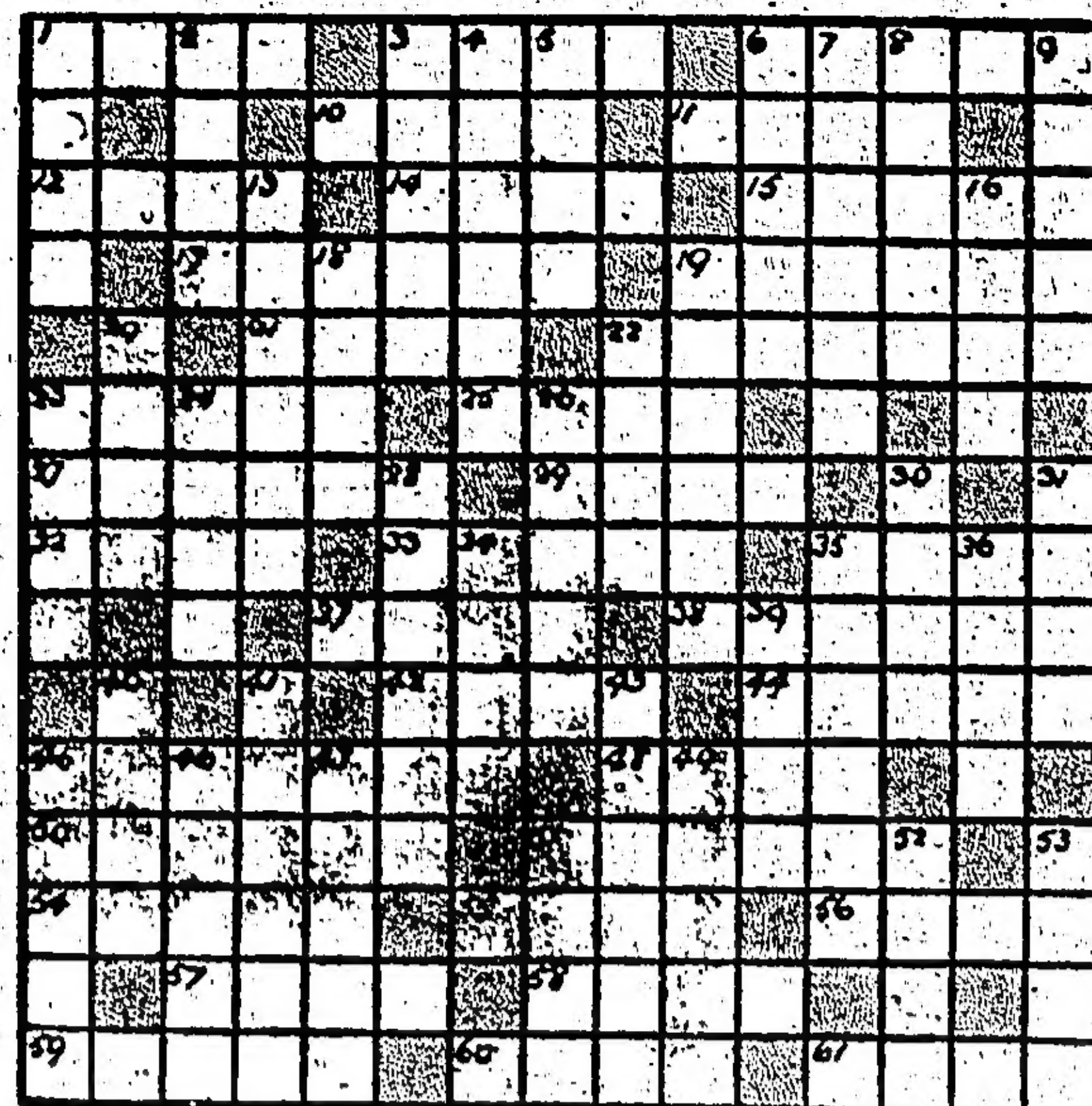
Well, this one mother whom I have chosen as an example was as good as her word. No matter what happened in that family, and it was plenty, Junior went on getting the very best of everything. He never had to do without his allowance, weeks that his mother didn't even have car fare—his allowance was too much to begin with—he always had smart clothes and someone always had to be some when he came in from school. In summer he got a vacation while the family stayed at home. And that isn't the tenth of it.

I don't believe that little chap ever knew a discomfort in his life or had to shift for himself for one short hour. The whole family connexion got tired watching the struggle of his mother and father to shield the child from the ordinary bumps of daily life.

The inevitable happened. He has grown up into a self-centred, lazy and anything but "happy" youth. He resents work, yet he resents being without money. The truth is, with his ingrown soul he will never be a success at anything, even marriage. I can't for the life of me see what he is good for.

He was a charming little chap, but ruined by a rubber-tyred existence. It occurred to me today that he is a good object lesson for hundreds of other children threatened with the same fate.

OUR BRITISH CROSSWORDS.



Across

- 1 Fairy tale.
- 3 Waist ornament.
- 6 Garret.
- 10 Listen!
- 11 In a line.
- 12 Negatives.
- 14 Trinity.
- 15 Simpleton.
- 17 Dared.
- 19 Utters.
- 21 Tins.
- 22 Satisfied.
- 23 Grassland.
- 25 Believe.
- 27 Fondle.
- 29 Extra seed covering.
- 32 One.
- 33 Foreigner.
- 35 Run away.
- 37 Stringed instrument.
- 38 Phantom.
- 42 Behind all.
- 44 Choose.
- 45 Entwined.
- 48 Available.
- 50 Reposed.
- 51 Woof.
- 54 Join.
- 55 Principal actor.
- 56 Plot.
- 57 Depression.
- 58 Snakes.
- 59 Pitchers.
- 60 Difference.
- 61 Moral.

Down

- 1 She-puppy.
- 2 Knotted.
- 3 Glossy fabric.
- 4 Secure.
- 5 Slide.
- 6 Malicious burning.
- 7 Very powerful explosive agent.
- 8 Two times.

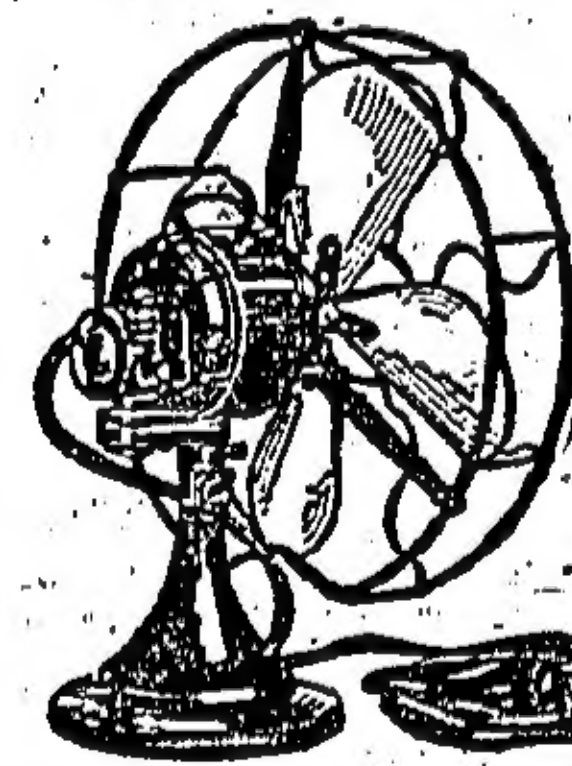
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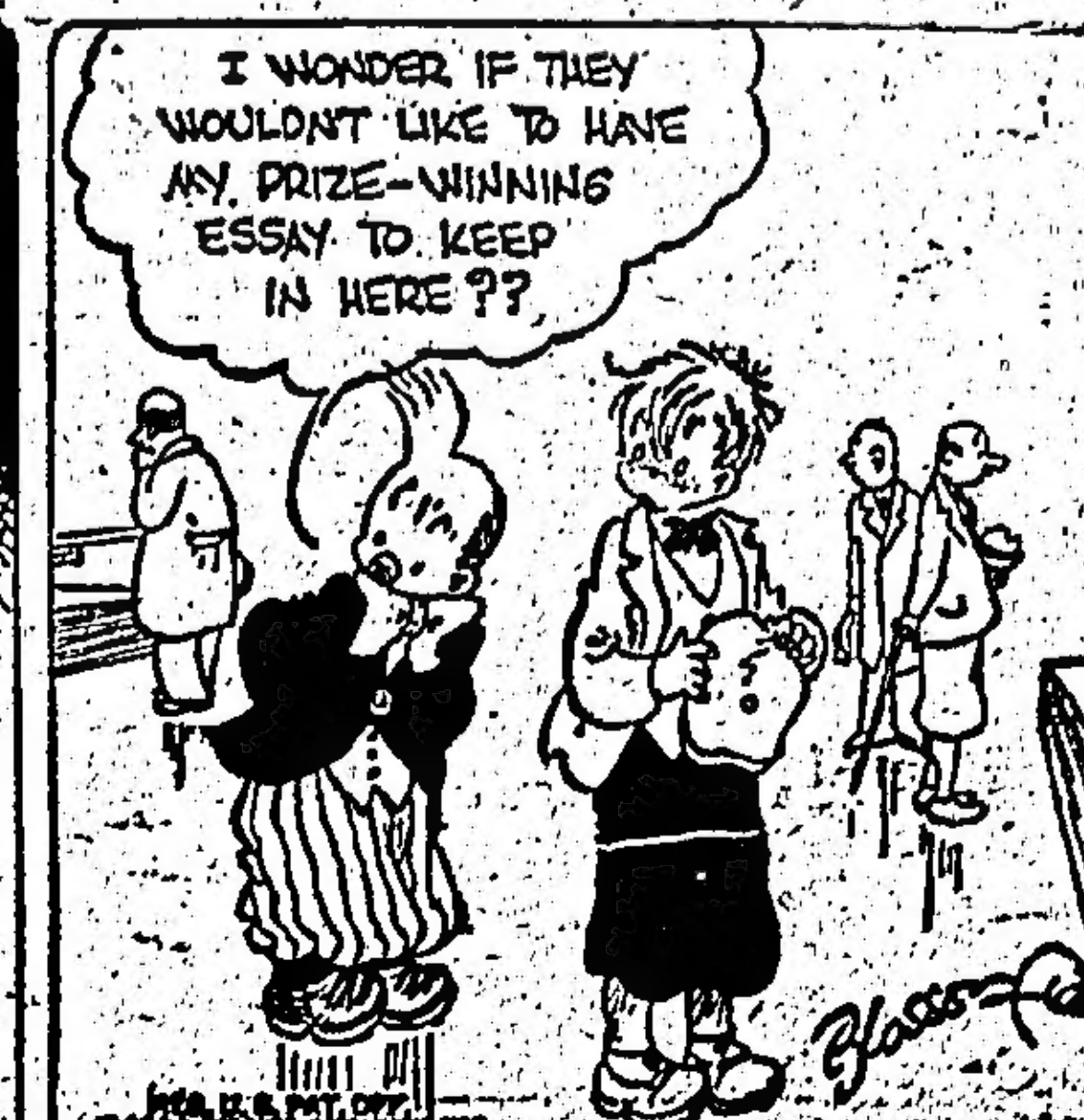
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The Prince of Wales may become a Major-General and a Rear-Admiral this year. He has held the rank of Colonel in the Army Guards and the Seaforth Highlanders. He has gone through the list for promotion. In the Navy the Prince has held the rank of Captain since 1919. The Prince is Colonel-in-Chief of several regiments, including the Welsh Guards and the Seaforth Highlanders. He has gone through the grades of rank in the same way as an ordinary officer.

FRECKLES AND HIS FRIENDS

He Might Ask Them

By Blosser



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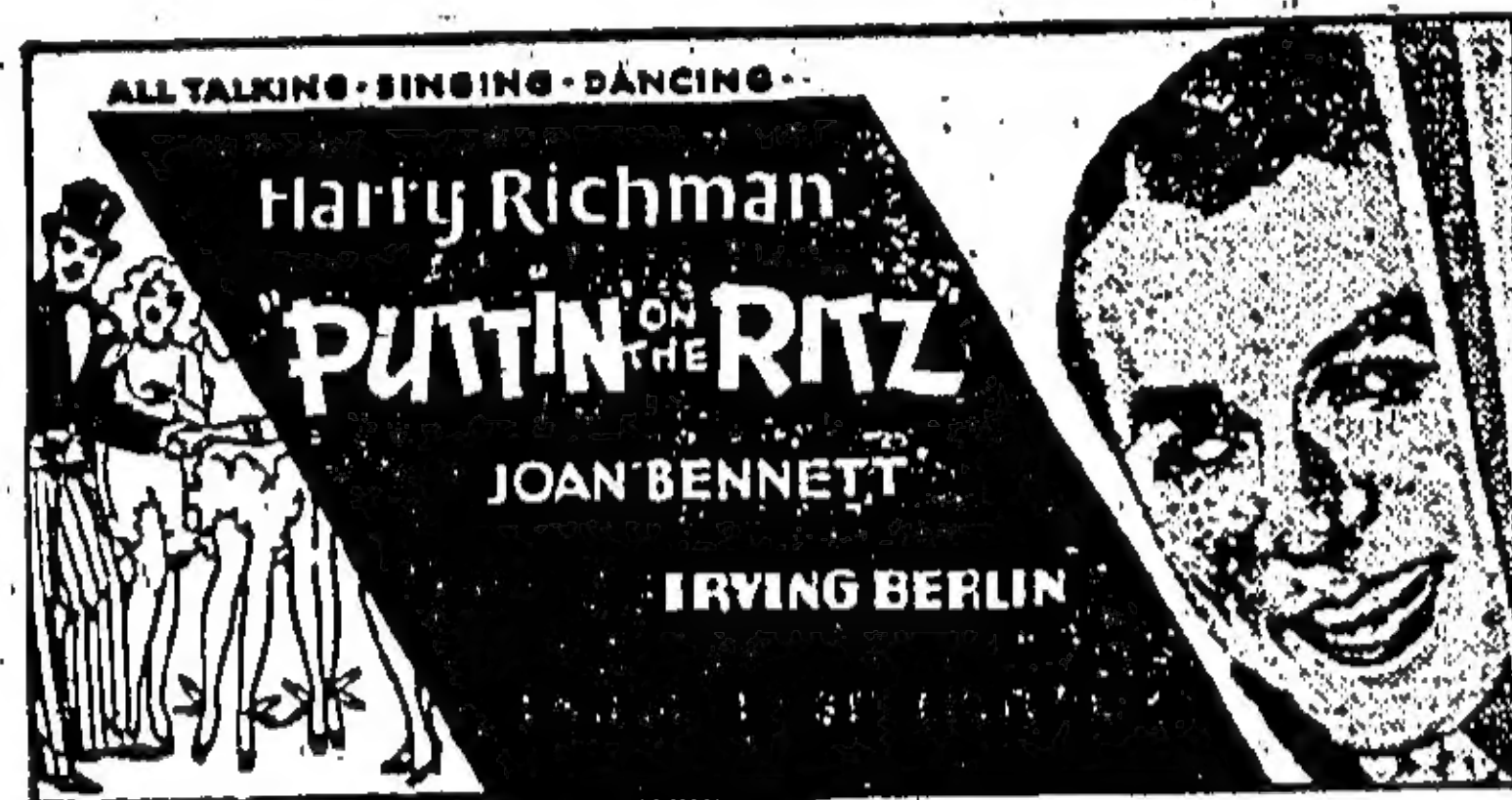
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Shilkret & Victor Orchestra with vocal refrain
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The Hongkong Telegraph.

SATURDAY, MAY 31, 1930.

THE SCHOOL-LEAVING AGE.

The diversity of opinion on the Home Government's Education Bill, which raises the school-leaving age to fifteen years as from April 1st, 1931, was well illustrated by the closeness of the voting for the second reading of the measure, which was passed by 280 votes to 223. None the less, the question of raising the age has long got beyond the region of debate, for, as a first principle of reform, it is generally agreed upon by all, political parties included. The Labourites have been the most vocal exponents of the reform; indeed, they have almost tried to establish the sole proprietary interest in it. Reasons which have caused a delay in putting the idea into force have concerned the availability of money, the preparedness of the authorities, the provision of adequate buildings, and the choice of date. Now that the Government has felt itself able to take the step, it meets with opposition, not to the principle involved so much as to certain features of the measure which have not commended themselves to various groups of educationists and politicians.

Local education authorities, urban and rural, have, for the most part, been against raising the age immediately. They dread a measure which will involve keeping children for another year in schools or improvised buildings in which it may be found difficult, through lack of space, equipment and teachers, and, in rural areas, sufficient numbers, to develop a post-primary course of four years from eleven to fifteen. But it must be conceded that for those children already attending equipped senior schools the gain will be immediate and complete. Moreover, it is not a small gain, especially in the towns, that growing children in early adolescence should postpone for another year the entry into industrial life. Even if they remain in the old schools, they will at fifteen be stronger and less liable to forget how to read and write, as thousands do now. So far as the Council Schools are concerned, they are so organised and equipped that they can without much difficulty take in the extra age

group and provide the necessary post-primary curriculum, but, almost universally, this is not the case with the Non-Provided Schools. These latter represent the real difficulty, since the Churches have not got the money for building new schools or adapting old ones. In such circumstances, as one writer has pointed out, there seems to be only one method of procedure—interim improvisations will have to be allowed, but in each area the local authority must be required to produce an approved system of Modern or Senior Schools by a specified date. If, as part of the system, the Churches can finance some of the Modern Schools, so much the better, except that in areas in which only one school is available, the Modern School should be a Council School, and not denominationally controlled.

The Government is to be commended on taking this "definite" step forward in education reform. It is one, incidentally, which has been warmly endorsed by the National Union of Teachers, which, at its recent annual conference, urged the Government not to delay putting the Bill into operation, at the same time expressing the view that its passage into law would assist the Government in dealing with the unemployment problem. From the remarks which Sir Charles Trevelyan made on the second reading, it is clear that the Government has taken preliminary steps in paving the way for the change in the leaving-school age, and, with sufficient teachers and buildings assured, there will assuredly be no difficulty in evolving a satisfactory curriculum.

Health Insurance.

Disturbing facts are revealed by the report of the Government Actuary, based on the experience of a group of Approved Societies in the period 1921 to 1927 which indicate that all is not well with National Health Insurance in Great Britain. The report covers Societies which have a total membership of 219,000 men, 172,000 unmarried women, and 64,000 married women. For sickness benefit it is revealed that the claims have risen among men by 41 per cent., among unmarried women by 60 per cent., and among married women by no less than 106 per cent. For disablement benefit the claims have risen among men by 85 per cent., among unmarried women by 100 per cent., and among married women by 169 per cent. It is impossible to account for these heavy increases by any abnormal conditions prevailing during the years under review, and the disquieting facts now revealed would appear to threaten the whole actuarial basis of National Health Insurance. The increase is most remarkable in the case of married women. It is no doubt right to make allowance for the fact that they are learning to take advantage of the provision which has been made for their special liability to sickness, but the tendency is general: the claims of men and single women exhibit it only in a less extreme degree. The increase continued in 1928 and was even more marked last year. In the face of these facts it is difficult to escape the conclusion that the Ministry of Health is being victimised—that the Fund is being used as a kind of bran-tub in which every insured person is entitled to dip and pull out a prize. A case was quoted recently in which a woman had fraudulently drawn sickness benefits for twelve months and no doubt other similar cases could be brought to light. The problem is one for the Minister of Health and on the facts which have now come to light there is every justification for a thorough overhaul of the system. If there is laxity in the investigation of claims for sickness and disablement benefit, then there should be a general tightening up in the interests of those who have a real call on the funds to which they are compelled to subscribe.

DAY BY DAY.

HAPPINESS, LIKE LIBERTY, IS OFTEN OVER-LOOKED IN THE SEARCH AFTER IT.

The Government is inviting tenders for a waiting hall at the Yaumati Railway Station.

His Excellency the Governor has appointed Mr. W. G. Lockhart-Smith to be a Deputy Registrar of Marriages.

His Excellency the Governor has appointed Mr. Lo Ka-mo to be a "Forest Officer" for the control and superintendence of the Forests of the Colony.

His Excellency the Governor has appointed Lieutenant Harry Owen Hughes, Hongkong Volunteer Defence Corps, to be one of his Honorary Aides-de-Camp.

Traffic regulations for H. M. the King's Birthday Review to be enforced during the Ceremony at the Cenotaph are given in an advertisement appearing in this issue.

During the bathing season the Hongkong Hotel Garage will run special buses to the Beach Road at Repulse Bay. Fuller particulars appear in an advertisement in this issue.

The Hon. Treasurer of the St. John Ambulance Brigade begs to acknowledge with thanks the receipt of the following sums:—Mr. Kwok Siu-lau, \$200; Mr. Chan Pek-chuen, \$50.

His Excellency the Governor has appointed Mr. F. C. Hall to be a member of the Sanitary Board for a term of three years, vice Lieutenant-Colonel C. D. Myles, O.B.E., R.A.M.C., resigned.

The American Consulate General at Shanghai is interested in obtaining information regarding the whereabouts of Garnet Carroll Moore, who is reported to have served as a seaman on various ships in China waters since 1926.

A copy of the *Yellow Dragon*, Queen's College magazine, is to hand. In addition to school notes and sports, the magazine contains the winning holiday essay competition and an article on the West River.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, Mr. Antonio Ferreira Batalha Silva-Netto to be temporarily an Unofficial Member of the Legislative Council, in the place of Mr. Jose Pedro Braga, who is temporarily absent from the Colony.

Mr. H. Sedick, the managing proprietor of Messrs. H. Sedick and Co., of Hongkong, was the guest of honour at a tea party yesterday given by Mr. G. P. Daswani of Messrs. Lalchand and Gaganadas, on the occasion of Mr. Sedick's return from India after a long holiday. A good number of friends were invited.

There has been added to the list of medical practitioners the name of Dr. A. S. Donaldson, of the Canadian Pacific Steamships, Ltd. Dr. Donaldson is Doctor of Medicine and Master of Surgery of the McGill University, Licentiate of the Royal College of the McGill University, and Glasgow.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Flague, Alexandria 4 (1), Baghdad 7 (4), Rangoon 8 (1), Bangkok 1, Pnom-Penh (1), Calcutta 142 (83), Cholera, Calcutta 142 (83), Rangoon 2, Manila 1, Bangkok 6 (2), Haiphong (2), Canton 1 (1), Saigon (2), Pnom-Penh (1), Small-pox, Bombay 58 (44), Calcutta 52 (40), Cochín 7 (2), Karachi 7 (1), Madras 15 (6), Moulmein 20 (5), Negapatam 3, Rangoon 3, Tuticorin 5 (1), Vizagapatam 1, Penang 2 (1), Batavia 5, Pnom-Penh 1, Shanghai (2); Cerebro-spinal fever (10).

EXCHANGE RATES.

	London, May 30.
Paris	123.84
Brussels	34.875
Amsterdam	12.084
Berlin	20.365
Copenhagen	18.18
Vienna	34.465
Helsingfors	108.25
Lisbon	8.18
Buenos Aires	42.13/16
Shanghai	1/75
Yokohama	2/0.13/32
New York	48.15/16
Geneva	25.115
Milan	92.76
Stockholm	18.11
Oslo	13.16
Prague	16.32
Madrid	39.895
Athens	8.75
Rio	5.55/64
Bombay	1/6.25/82
Hongkong	1/44
Silver (spot)	17.9/16
Silver (forward)	17.75

—British Wireless.

IN A BOOKSHOP.

The Delightful State of a Browser.

Some time ago a contributor to this column presented this equation: "Secondhand Bookstore, First Rate Civilization." Before I had laid down the paper in which this essay appeared it had a well-thumbed look, and was as limp as only a well-read newspaper can be. I know exactly what that man means, and my underscoring and double underscoring, and the comments on the margin of the article are my approbation and applause.

Book-loving people have always been drawn to the secondhand bookshop. Here they may not only purchase two or three or four or five of their favourite books for the price of a single new book, but also they may browse for treasures yet unknown.

In a secondhand bookstore the books themselves wear a contemplative look, as if much thinking had given them lines of character. The atmosphere is quiet, brooding, thoughtful, and one naturally falls into the mood of browsing. A nibble here and a nibble there, a line, a page, a chapter, and before you know it you have had a repast.

At a very early age I became a browser. I think it happened when I first found the inviting sign, "Come in and Browse around." In a secondhand bookshop on my way home from school. But the habit of browsing is inborn, I believe. Children love to go to places where everything is different, and where they may touch everything. This is not idle curiosity, it is a desire to know and to become familiar with things that are new.

I like to think of the low dark doors I have pushed open expectantly, lured by the promise of dim colour and glinting titles in little basement windows. Of course, I had intended only to look in the window or at most to glance at the books in those long-legged bins outside the door. But I can never be satisfied with this. I must peek behind the display, into the little book-lined alleys of the shop, "to see what sort of a shop it is," I tell myself. Then I cannot help thinking that this may be the shop where I shall find that copy of Scottish Ballads I have been looking for, and so I must go in, for if it is, I remind my wayward self, if it is, I may be able to write that little essay on "The Lovely Ladies of the Ballads." Once I did find such a book, and foolishly listened to my prosy judgment and did not buy it. But in the few minutes that I turned its finely printed pages, the charm of its ladies' flung itself about me like a perfumed scarf. And since then I have played with the thought that it would be a pleasant thing to write an essay on those lovely ladies.

All good browsers get to know the Bookstore Man, and all good Bookstore Men can recognize a good browser at a glance.

"Good morning," or "Good afternoon," or whatever it is, the browser says to the Bookstore Man.

"How do you do?" asks the Bookstore Man. Then the browser begins to get his bearings. He runs his eye along the shelf and here and there touches or reaches down a book. At last he finds one which he takes a bit more carefully than the others and turns its pages thoughtfully.

The Bookstore Man has been watching from a little way off. If there chances to be someone else in the shop he merely gives the browser a three-cornered glance to see if he is reacting adequately to what is spread before him. As the browser fingers that particular book, the Bookstore Man finds occasion to dust a speck from the shelf near by, or perhaps a shelf suddenly demands to be put in order, and as he dusts one hand against the other he remarks with slightly disguised satisfaction, "I picked that up the other day."

Now, if you are a browser, you know exactly what happens from then on, and if you are not a browser either you know, or else you will never know and nobody can ever tell you.

No true browser ever goes into a secondhand shop to look for a book that is rare in the sense of being a first edition of monetary value. If he did he would not be a browser any longer, but a collector, and Bookshop Men do not take a keen interest in collectors. To be sure, browsers do find rare books, but they are rare because of the beauty of their contents and because of the joy that they bring to their discoverers. They are not rare because there are only two or three known copies of that particular edition where "receive" is spelled "recieve" on the sixty-seventh page, or because there are only five others with that blue binding and black lettering, nor for any other reason apart from the use or beauty of the contents.

I have in time gone by had a feeling that time spent in browsing is luxury-time, and that no truly

serious person ought to feel justified in dawdling with apparently nothing to show for it. But one day I opened a volume in which was William H. Davies' poem "Leisure," and there I found these lines:

"What is this life if, full of care,
We have no time to stand and stare."

"No time to stand beneath the boughs
And stare as long as sheep and cows."

And there you are! Cows and sheep can stare, and cows and sheep can browse, and if so inclined, cows and sheep can meditate. If they can enjoy this altogether pleasant occupation without casting a restless eye in more active directions, why cannot I take a bit of time to stand, if not beneath the bough, the bough not being convenient, at least beneath the shelf which is made of the same woody fibre as the bough? And why can I not afford the leisure to stand and stare and to meditate if I wish? With that, from that day forth I was freely content to be a browser.

Of course, when one goes to a new city or town, the proper thing to do is to inquire politely for the points of interest. One should show due deference to the tallest building, the newest park, the homes of the most prominent men, and to the play "they are all talking about." When I go to a new place I skip as lightly as possible several of these details, and though I do not exactly ask where I may find a bookstore, secondhand preferred, I ask questions which I hope will lead to the desired information, and I take little tentative walks which often lead me to the right spot.

And having found the right kind of a shop, do what all good browsers do; I go in and become acquainted with the Bookstore Man and with the books. And no matter what the town or state or country, I am at once at home.

Yes, the equation is right, "Secondhand Bookstore, First Rate Civilization."

For how could civilization fail to be found in a place where two people, strangers to one another, become friendly at once, only upon recommendation of their mutual love of something that stands for culture, and for the best achievements of mankind. Where better would one find civilization—first rate civilization—than where there are to be found people who love and cherish books so much that they pass them reverently from one to another with little regard to age or condition.

Wherever civilized men and women go there books go. And wherever books go, culture goes. And wherever true culture goes men are friends, and in this interchange of books the secondhand bookstores "with its shelves for browsing plays an important part." So it is: the more secondhand bookstores the more books, the more books the more "First Rate Civilization," and the more "First Rate Civilization" the more friends.—E. G. in the *Christian Science Monitor*.

The Rockefeller Foundation has given \$10,000 to the Bibliothèque Nationale in the Rue Richelieu. "To make good the setback caused by the war in the maintenance and enlargement of the library," is the purpose of the gift.

WHO WAS GANYMEDE?

When Zeus and his company of immortals feasted in High Olympus they were served by a youth, surpassingly beautiful of face and form, Gany-mede, son of Tros, King of Dardania. Falling enamoured of the boy's comeliness, Zeus had stolen him from his father's home, giving Tros in compensation four immortal steeds to draw his chariot, and made Gany-mede cup-bearer to the gods, conferring upon him the gift of immortality, so that his bright beauty should not wane with the years.

For this reason, Gany-mede was taken by the Greeks to be a symbol of eternal youthful manhood, and as such he was worshipped by the boys who made offerings at his shrine when they assumed manhood.

As each of the immortals was identified with one or other of the phenomena of nature, so Gany-mede, was supposed to have the sources of rivers and fountains under his especial care, a task considered not incompatible with his position as dispenser of the nectar of the gods.